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COMPREHENSIVE DESIGN PLAN AND DRAFT ENVIRONMENTAL IMPACT STATEMENT

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HOW TO USE THIS DOCUMENT

This *Draft Environmental Impact Statement* has been organized to meet the requirements of the National Environmental Policy Act, as described below:

- The **Summary**, beginning on the following page, briefly describes the context for the plan, the proposed plan and alternatives being considered, and the environmental consequences.
- The first part of this document — **Purpose of and Need for the Plan** — begins on page 3 and describes why a plan is being prepared, the purpose and significance of this site, and what citizens should be able to learn and experience here. This section also looks at what this site should look like in 20 years, referred to as desired future conditions. The problems, issues, and concerns that are considered in this document are listed starting on page 28. Finally, how this document relates to other planning efforts in the Washington, D.C., area is described beginning on page 33.
- The second part — **Alternatives, Including the Proposed Plan** — presents the planning assumptions that have guided the development of the plan and its alternatives. The proposed plan is described on pages 49 through 66, followed by a no-action alternative (which is used as a baseline for comparing the alternatives and their impacts), and the three other alternatives being considered. Actions that would be taken to mitigate adverse effects, as well as other actions that were considered but rejected, are also described. Beginning on page 102 are tables that summarize the proposed plan and alternatives, as well as their environmental consequences. These tables highlight the differences between the proposed plan and the alternatives and give a quick overview of the impacts.
- The third part — **The Affected Environment** — starts on page 127 and describes the setting of the White House and President's Park, with particular attention given to elements that would be impacted by implementing any of the alternatives — cultural resources (including the landscape, archeological resources, and historic structures), natural resources (including soils, water resources, and vegetation), facilities and functions related to the Executive Office of the President (such as meeting facilities, access and parking, deliveries, and circulation), visitor use, special events and demonstrations, the local transportation network, and the socioeconomic environment.
- The fourth part — **Environmental Consequences** — analyzes the impacts of implementing each alternative on the topics described in the affected environment. Beginning on page 201, the information presented in this part is summarized in table 2 (page 112).
- The **Compliance** chapter, beginning on page 325, lists actions that must be taken once a plan has been approved. The **Consultation and Coordination in the Development of the Plan** chapter summarizes the history of this planning effort, including agencies and organizations that will be asked to review this *Comprehensive Design Plan and Draft Environmental Impact Statement.*
- The **Appendixes**, starting on page 335, provide supporting information for the document, including estimated construction costs for implementing the alternative actions. The **Glossary** (page 396) defines terms used in this document, as well as terms with special meanings for environmental impact statements.

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[illegible] (3) [illegible] including the White House [illegible], and (4) ways to solve functional and management problems that have developed over the years.

Today, the White House and President's Park are a representation of more than 200 years of incremental change. Some problems have been addressed as they have arisen, while some have not been addressed at all. The lack of a comprehensive plan has generally resulted in a piecemeal approach to resolving issues and development. [illegible] President's Park and [illegible] its dignity and character.

Some of the critical concerns facing the White House and President's Park today include the following:

- [illegible]
- [illegible]

[illegible]

- [illegible] and [illegible] facilities for visitors
- inadequate [illegible] storage and [illegible] poorly located and [illegible] facilities

On May 20, 1995, the U.S. Department of the Treasury restricted public vehicular traffic on Pennsylvania Avenue and several other city streets in the park area. This change has been incorporated as part of the existing conditions for the purposes of this document. A long-term design for Pennsylvania Avenue is being considered in a separate planning effort but is consistent with proposed actions in this document.

Alternatives, Including the Proposed Plan

The proposed plan and three alternatives are presented in this document, as well as a [illegible]

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Planning Assumptions

The following planning assumptions form the framework for future actions at President's Park and the White House and relate to all the alternatives being considered (except the no-action alternative).

- *Comprehensive Design* — Future designs and actions on the White House grounds and within President's Park will be in accordance with the significant elements of past landscape designs. Facilities and maintenance operations will reflect the dignity, significance, and history of the site and the presidency. Quality materials will be used to reflect the importance and dignity of the White House. *Design Guidelines* that have been developed for architecture, landscape architecture, design elements, signs, and temporary facilities at the White House and President's Park will be followed.
- *Resource Conservation and Management* — Cultural and natural resources will continue to receive high-quality care and protection. All federal agencies currently managing various cultural resource programs at the site will continue to do so. The National Park Service will cooperate with these agencies to foster the exchange of information and the development of cooperative approaches and programs for resource protection. All memorials established by legislation will be retained; no new memorials will be encouraged. All programs and facilities will be designed and managed in an environmentally sound manner.
- *Home and Office of the President* — The White House will continue to serve as the home of the president, and official functions will continue to be held at the White House and act as a symbol of the presidency; security for the president and the first family will not be compromised.

  The White House will continue to serve as the Office of the President. Space for essential White House administrative and operational functions will be provided within or adjacent to the White House; existing spaces within the study area may be used. Staff parking on the Ellipse and adjacent roadways, East Executive Park, West Executive Avenue, and Hamilton, State, Jackson, and Madison Places will no longer be allowed in order to improve aesthetics and to reestablish the dignity and character of the site. Replacement parking with easy access to the White House will be provided.

  Facilities will be provided for the news media to maintain direct access to the press secretary and staff so that journalists can provide coverage of, and maintain proximity to, the operations of the Office of the President.
- *Visitor Use and Services* — The White House will continue to be open to the general public on a regular basis free of charge. To ensure adequate visitor orientation to the White House and President's Park and to provide ticketing and staging for White House tours, a visitor center and museum will be provided within easy access of the White House.
- *Special Events* — All First Amendment activities will be accommodated in compliance with current law. Special events of varying size, intensity, and significance will continue in the public portions of the study area and on the White House grounds.

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The White [illegible]

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- **Transportation** — The National Park Service will enter into discussions with local and regional planning agencies to comprehensively address traffic concerns in the Washington, D.C., downtown area. Madison, Jackson, State, and Hamilton Places will remain restricted to public vehicular traffic and will become pedestrian-oriented streets; no vehicle parking will be allowed on these streets, on the Ellipse roadways, or along the curb lanes surrounding President's Park (15th Street, 17th Street, Constitution Avenue, and H Street). The use of mass transit by visitors and staff will be actively encouraged.

Proposed Plan

Comprehensive Design. The proposed plan includes those actions that would best meet the needs of the Executive Residence, the Office of the President, the multiple agencies involved in stewardship or management roles within President's Park, and visitors. The historic elements and character of President's Park and the White House as a formal setting for state events would continue to be respected.

President's Park would become a pedestrian-oriented space, with eight entryways (two each on H Street, Pennsylvania Avenue, E Street, and Constitution Avenue) to signify for visitors a special place. (Formal entryways on H Street and Pennsylvania Avenue would be part of the long-term design for the avenue.)

Resource Conservation and Management. Cyclical maintenance programs, including regular condition assessments and program development for conservation and preservation, would be developed for all resources by each agency.

A [illegible] on a [illegible] developed [illegible] protection [illegible]

Storage areas for [illegible] would be provided [illegible] cent to the White [illegible] properly [illegible] age facilities, or so that [illegible] be fully secured [illegible] servation. This facility would also be used to temporarily store artifacts during events.

Home and Office of the President. Multipurpose, informal indoor recreation space for future first families would be provided. To accommodate existing needs, new meeting/conference space would be constructed under West Executive Avenue. This location would be immediately accessible to White House staff.

Staging for motorcades and parking for senior staff would be provided in a 290-space parking garage beneath Pennsylvania Avenue, with a belowground access corridor to the White House complex. Over the long term parking for other staff would be provided by constructing an 850-space garage beneath the Ellipse; pending the completion of this facility (in the last phase of plan implementation), parking would be leased in private parking garages within a 10-minute walk of the White House complex.

To facilitate staff circulation and deliveries throughout the site and to minimize conflicts with Executive Residence operations, a belowground corridor would connect the Old Executive Office Building, the White House, and the Treasury Building. Deliveries would be made at docks in the New Executive Office Building and [illegible] by way of underground service [illegible]. General storage space for items [illegible]

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[illegible]. Frequently used materials within the White House complex would be stored offsite and brought in as needed. Deliveries would be made at various surface locations. Facilities for the news media would remain in the west colonnade. Staff vehicles would be parked in currently used areas.

Visitor Use and Services. Information and orientation sources would be scattered throughout President's Park; visitors would continue to stop at security guard booths for information. The visitor center would remain in the Commerce Building. After picking up same-day public tour tickets at the visitor center, visitors would queue up for tours on the Ellipse during the summer and along the White House fence the rest of the year, as they do now. Commercial vending would continue along sidewalks and curb lanes adjacent to President's Park.

Special Events. Special events on the Ellipse and within the White House grounds would continue to be accommodated, with no controls on growth.

Transportation. E Street would remain as two lanes eastbound across President's Park.

Site Management and Operations. Maintenance operations would be based at an existing facility about 1.5 miles away.

Alternatives 1, 2, and 3

As previously mentioned, alternatives 1, 2, and 3 were presented to the public during the spring of 1995. The proposed plan includes elements from all three alternatives, and the following discussion focuses on the different approaches between the alternatives.

Comprehensive Design. Under each alternative, as described for the proposed plan, pedestrian [illegible] that they [illegible]

Under [illegible] and [illegible] major [illegible] dated [illegible] complex and President's Park.

Under alternative 2 operations and support and facilities for the [illegible] the Office of the President would be included as much as possible within the White House complex and President's Park. All elements of President's Park would be visually unified by emphasizing north-south views along East Executive Park and West Executive Avenue, with pedestrian plazas on the eastern and western portions of South Executive Avenue. E Street would be tunneled, providing unobstructed views to and from the White House and allowing the Ellipse to be linked with the rest of President's Park.

Under alternative 3 operations and support facilities would be smaller, decentralized, and dispersed away from the White House grounds and President's Park as much as possible. Only those operations that must occur within or near the White House would remain. The use of existing structures would be emphasized, with as little new facility construction as possible. A historical ambience would be evident throughout President's Park, and E Street would be removed, [illegible] the Ellipse with the rest of President's Park.

Resource Conservation [illegible]. Under each alternative, [illegible] would be managed as described for the proposed plan.

[illegible] under each [illegible] those under the proposed plan [illegible] would [illegible]

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[illegible] similar to the proposed plan. Under alternative 1 all special events would [illegible] worthy of [illegible] by the first family and reflect the site's dignity. Existing special events on the Ellipse would be reduced in scale and duration, and they would be dispersed around the site to allow sufficient time for turf and garden areas to recover. Under alternative 2 a special events plaza, as described for the proposed plan, would be built in the Ellipse area. Under alternative 3 all special events currently held within President's Park would be moved to other sites within the metropolitan area.

Under each alternative recommendations would be developed for events on the White House grounds to protect resources.

Transportation. As described for the proposed plan, Ellipse Drive and the adjacent roadways would be closed to vehicular traffic, although access would still be allowed for emergency and authorized traffic. The roadways would be redesigned as pedestrian walkways, with pathways leading to gardens and sitting areas in the side panels.

Under alternative 1 E Street would be widened to four lanes (two lanes in each direction) across President's Park and between 17th and 18th Streets. A pedestrian underpass would be provided near 15th Street.

Under alternative 2 E Street would be tunneled as a four-lane, two-way street through President's Park.

Under alternative 3 E Street would be closed to traffic and replaced with a broad walkway.

Site Management and Operations. Under [illegible] developed to allow [illegible] operations [illegible] President's Park. Under alternative 1 [illegible]

[illegible]

Environmental [illegible]

Even though [illegible] some [illegible] compliance with the National Historic Preservation Act, resource impacts have been analyzed to help public officials make decisions that are based on a full understanding of the environmental consequences, and to take actions that would protect, restore, and enhance the environment.

Impacts of the Proposed Plan

Cultural Resources Impacts. *Impacts on the Cultural Landscape* — A unified character for the White House and President's Park would be created by implementing the *Design Guidelines*, removing surface parking, and providing new facilities underground. Five commemorative trees planted [illegible] on the White House grounds would be subject to loss or damage. A permanent events plaza on the Ellipse would add greater structure to the landscape, potentially [illegible] events but reducing the [illegible] area. The effect of the [illegible] on the landscape would be [illegible] design and event [illegible]

Vegetation [illegible]

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center, along with expanded interpretive programs, would provide opportunities for people to learn more about the history of the presidency and first families, as well as the White House and President's Park.

Eliminating vehicle parking and taking measures to improve pedestrian safety on E Street would allow visitors to safely enjoy the setting.

Noise Impacts — New noise sources would result from the operation of mechanical equipment for underground facilities. Most proposed facilities would be near roadways, so additional noise would be masked by traffic. In other areas designs would minimize any additional impact.

Impacts on Special Events. First Amendment activities would not be affected. No impacts on future presidential inaugural parades are anticipated because any construction under Pennsylvania Avenue would be phased to avoid conflicts with this event.

Impacts on Public Events — Criteria for special events to help protect cultural and natural resources (such as scenic vistas) could reduce the availability of events to participants, restrict sponsor participation, or result in fewer activities during events. A permanent plaza or performance area would increase overall efficiency and safety for setup and takedown activities, and it would provide an aesthetically pleasing setting, along with the removal of vehicle parking and traffic from Ellipse roadways. Traffic on E Street would intrude on the setting.

Impacts on White House Events — Events could be staged more efficiently and safely with the addition of storage space, circulation corridors, and upgraded utilities.

Transportation Impacts. *Impacts on Access and Circulation* — Existing streets would generally be able to [illegible] entering or leaving [illegible] ties. However, to [illegible] of service on [illegible] hour, additional [illegible] New Executive Office [illegible] limited to less than [illegible] during the peak hour. Traffic accessing the Ellipse parking facility would not affect service levels on Constitution Avenue, but the 16th Street intersection would operate over capacity during the morning peak hour.

There would be no changes to E Street other than aesthetic improvements. Continued closures for motorcades and official functions would cause temporary congestion on adjacent streets.

Impacts on Public Parking — A total of 103 on-street, short-term parking spaces would be eliminated, plus 506 spaces used for permit parking and vendors that are currently available to the public during evenings or weekend days. While further constraining the limited on-street parking supply in this area, this action would be consistent with mass transit goals of the National Capital Planning Commission and the regional council of governments.

Socioeconomic Impacts. *Impacts on D.C. Revenues* — Annual D.C. revenue losses by the fourth year of the plan could total an estimated $460,348 due to reductions in revenue from parking meters, parking violations, leased parking taxes, and vendor licenses and sales taxes. The total estimated loss would be $10.1 million over the 20-year life of the plan. (If vendors were relocated to other downtown areas, the extent of these impacts could be reduced.) While each revenue source is minor, the combined loss would contribute to the larger problem of the District's overall revenue decline.

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[illegible]

Construction and Operations Impacts.—The plan would be implemented in five-year phases. Construction expenditures over the 20-year period would total approximately $276 million. Construction [illegible] direct and indirect jobs and earnings. For each five-year phase, [illegible] between 267 and 531 jobs would be [illegible] in the [illegible] of $6.7 million [illegible] and between 32 and 104 jobs [illegible]

[illegible]

[illegible]—The [illegible] would continue to be [illegible] Smithsonian [illegible] space [illegible] and buildings for [illegible] storage [illegible] buildings [illegible] With the [illegible] future [illegible] additional space could [illegible] historic [illegible]

[illegible]

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Impacts on the House and Office of the President. *Impacts on Executive Residence Operations* — Privacy and ample indoor recreation for the first family would remain inadequate. Because of insufficient storage space, existing spaces would be used where possible, and supplies and furnishings would be shuttled to the site as needed. Daily operations would be less efficient.

Impacts on Executive Office Support Services — Meetings would continue to be held in historic rooms at the site, which have poor acoustics and lack appropriate infrastructure. Deliveries and staff circulation would often interfere with other activities.

Impacts on the News Media — News media facilities would remain overcrowded.

Impacts on the Visitor Experience. *Impacts on Public Visitors* — Expectations of first-time visitors to President's Park would continue to be compromised by operations not reflecting the dignity of the site. Information about activities and White House tours would be difficult for visitors to find, especially after the visitor center had closed. While the visitor center would help meet some needs, space would be too small to stage public White House tours indoors or for extensive interpretation. Present barriers to pedestrian movements to and through the site, including traffic and parked vehicles, would remain.

Noise Impacts — No new permanent noise sources would be created.

Impacts on Special Events. *Impacts on Public Events* — A variety of special events would continue within President's Park, particularly on the Ellipse. Depending on the intensity of events and their duration, the time it takes the site to recover after events would be [illegible].

[illegible] staging areas.

Transportation Impacts. Impacts to E Street would be the same as for the proposed plan. On-street public parking spaces would not be reduced.

Socioeconomic Impacts. There would be no additional socioeconomic effects.

Impacts on Site Management and Operations. The use of historic rooms for meetings and conferences would require additional staff time to set rooms up, to transport materials, and to put rooms back in order. Maintenance operations would be affected by the offsite location of key support services and storage.

Impacts of Alternatives 1, 2, and 3

Cultural Resources Impacts. *Impacts on the Cultural Landscape* — Two commemorative trees on the White House grounds would be subject to loss or damage under alternatives 1 and 3; five would be at risk under alternative 2.

Under alternative 1 new entrances to a belowground visitor center on the Ellipse, [illegible] the E Street [illegible] delivery facility [illegible] ing, and [illegible]

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[illegible] historic features of [illegible] would change the area's character.

Impacts under [illegible] Street would be similar to alternative 2. Relocating special events on the Islands to other sites in the city would remove visual intrusions on the landscape.

Impacts on Archeological Resources — Impacts under all alternatives would be similar to the proposed plan, with the greatest amount of excavation under alternative 1. Impacts would be mitigated through research, monitoring and recordation.

[illegible]

[illegible] Effects of [illegible] would have to be mitigated through design.

Impacts on Fire and Protection Services — Under all alternatives [illegible] and facilities for emergency medical services would [illegible] the provision of [illegible] services.

Natural Resource Impacts. Under alternative 1, potential vegetation and soil impacts would be similar to the proposed plan, although slightly greater in [illegible] because of the [illegible] to the Islands.

[illegible]

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[illegible] [illegible] the future NPS offices at the Pavilion. Impacts under each alternative would be mitigated as described for the proposed plan.

Impacts on Executive Residence Operations — Providing indoor recreation space for future first families under each alternative would help meet needs for privacy and leisure. Providing space in the west colonnade under alternative 1 would be highly desirable because it is private, at ground level, and is easily accessible to the Executive Residence.

Under alternatives 1, 2, and 3 the use of a storage facility under West Executive Avenue could interfere with daily operations because the same corridor would be used for all functions. Under alternative 3 additional storage in the Office of Thrift Supervision would not be as convenient or accessible to residence staff.

Impacts on Executive Office Support Services — Under alternative 3 meeting space in the Old Executive Office Building would be farther from the West Wing and less convenient.

Under alternative 1 providing a total of 1,310 onsite parking spaces (more than any alternative) would be the most convenient for staff. A parking/delivery facility south of the Treasury Building would make daily operations more efficient by adding parking for diplomatic and business visitors, senior staff, and guests at special White House events. It would also provide flexibility for accommodating motorcades and deliveries on the east side of the site.

Under alternatives 2 and 3 providing a total of 1,140 parking spaces would meet current needs. Providing offsite parking (either 850 or 650 spaces, respectively) would require staff to walk up to 10 minutes; this parking could be perceived as being farther away and less safe. For [illegible] to the parking [illegible] facility south of the Old [illegible]

[illegible] [illegible] [illegible] delivery [illegible]

Under [illegible] through West [illegible] would require [illegible]

Impacts on the News Media — [illegible] alternative 1 relocating news media [illegible] the west colonnade to new facilities under West Executive Avenue would [illegible] of the press farther from the press secretary. Under alternative 2, upgrading existing facilities in the west colonnade would not solve work space or inadequate [illegible] problems. Constructing a new facility and [illegible] the first floor of the west colonnade under this alternative would provide both access to the press secretary and eliminate current space and equipment problems. Under alternative 3 providing news media facilities in the Old Executive Office Building would put the press farther from the press secretary in the West Wing.

Impacts on the Visitor Experience. Each alternative would have positive impacts in terms of more readily available information/orientation services, more efficient White House tour operations, and increased educational opportunities. Eliminating vehicle parking throughout President's Park would improve safety, visual quality, and the overall pedestrian experience.

Impacts on Public Visitors — Under alternative 1 a four-lane E Street would [illegible] from the [illegible] a major [illegible] the Ellipse [illegible] for the site. [illegible] would be provided [illegible] to [illegible] Street [illegible] to view [illegible]

[illegible]

[illegible] of leaving the tunnel.

Impacts on [illegible] Events. [illegible]

Impacts on Public [illegible] — [illegible]

[illegible]

Under alternative 2 access to the White House complex would be more restricted than under any other alternative, with the access [illegible] for [illegible] staff parking, and deliveries by way of 17th Street and State Place, creating [illegible] at the 17th Street / New York Avenue / State Place intersection.

Under alternative 3 access to the northern parking facility by way of 17th Street or State Place would add to existing traffic [illegible] at the 17th Street / State Place / New York Avenue intersection [illegible] on State Place.

[illegible]

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[illegible] would [illegible] under [illegible] lane on E [illegible] garage additional traffic lanes to improve the level of service on E Street.

Removing E Street under alternative 3 would result in 12,000 eastbound vehicles per day being diverted to other east-west streets, compounding peak-period traffic problems.

Impacts on Public Parking — Impacts would be similar to the proposed plan except under alternatives 1 and 2 an additional 16 on-street spaces would be eliminated in the 1700 block of E Street.

Socioeconomic Impacts. *Impacts on D.C. Revenues* — Impacts on D.C. revenues under each alternative would range from an estimated $402,033 to $495,400 each year, and from $8.7 million to $10.8 million over the 20-year life of the plan. If an offsite parking garage was built under either alternative 2 or 3, property tax revenues would decrease. Building an 850-space offsite garage under alternative 2 would result in annual estimated D.C. revenue losses ranging from $791,514 to $900,304. Building a 650-space garage under alternative 3 would result in annual losses ranging from $643,157 to $729,282.

Impacts on Local Businesses — Impacts would be similar to the proposed plan. Under alternatives 1 and 2 the loss of an additional 16 metered parking spaces along E Street would result in minor inconveniences to adjacent institutions as well as visitors and local residents. Under alternative 2 the E Street tunnel would eliminate [illegible] parking along the 1700 block of E Street, affecting adjacent institutions, especially the Corcoran Gallery and the American Red Cross. [illegible] under alternative 3 [illegible]

3 would [illegible]

Construction [illegible] jects would be [illegible] the proposed [illegible] purchases under [illegible] estimated $213 [illegible] to $272 million [illegible] media facilities were [illegible] alternative 3 up to [illegible] depending on how visitors get to the White House visitor entrance building).

Construction-related jobs and earnings (both direct and indirect) would be created for the metropolitan and D.C. areas, as indicated below (the range shows the five-year phase with the lowest number of jobs and earnings and the highest):

	Total Jobs	Total Earnings*
Alternative 1		
• Metro Area	297–711	$6.5–16.6
• D.C. Area	58–140	$1.6–3.7
Alternative 2		
• Metro Area	111–870	$2.6–20.3
• D.C. Area	22–171	$0.5–4.6
Alternative 3		
• Metro Area	105–441	$2.4–10.3
• D.C. Area	21–87	$0.5–2.3

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* Earnings in millions of dollars.

Impacts on Site Management and Operations. A nearby maintenance facility would facilitate operations under each alternative. An Ellipse facility under [illegible] would be the closest. [illegible] reduced under [illegible] size and [illegible] relocating them [illegible] alternative 3 [illegible] President's Park.

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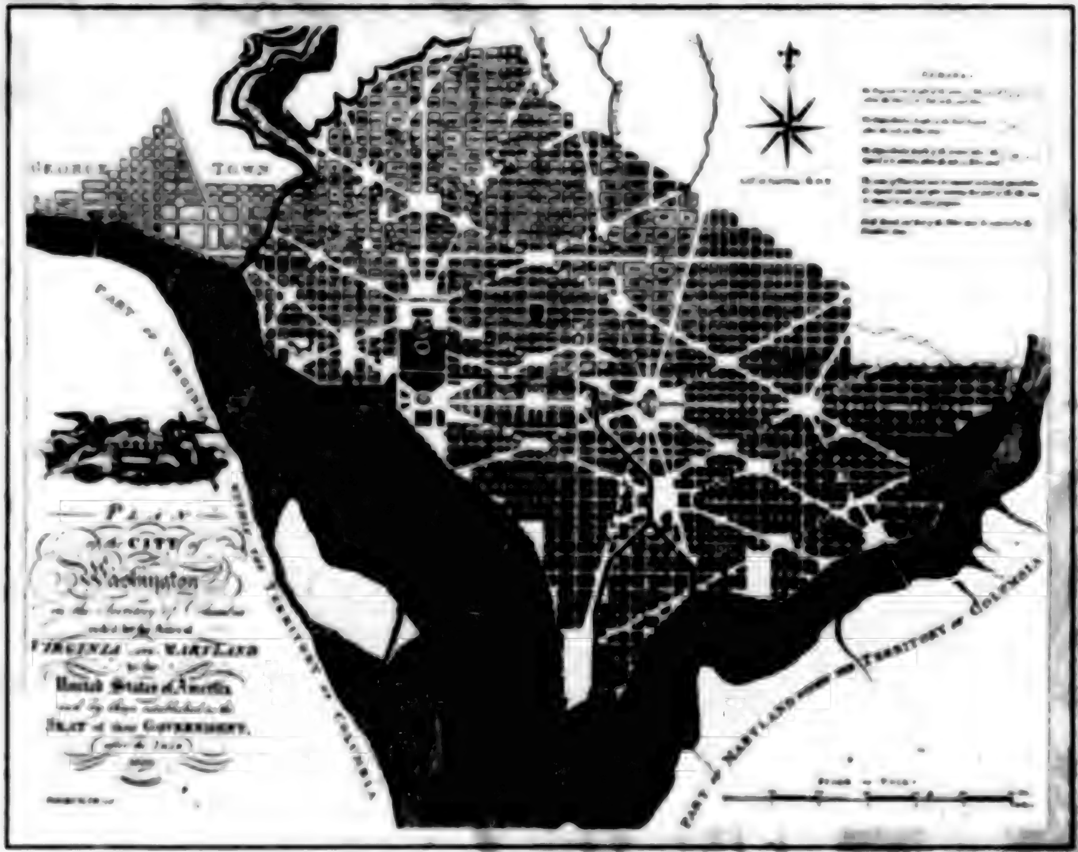
ABBREVIATIONS

CFR — *Code of Federal Regulations*
FHWA — Federal Highway Administration
NCPC — National Capital Planning Commission
NEOB — New Executive Office Building
NEPA — National Environmental Policy Act
NPS — National Park Service
OEOB — Old Executive Office Building
OTS — Office of Thrift Supervision
PL — Public Law
SCS — Soil Conservation Service

THE WHITE HOUSE AND ITS SETTING

"I do hereby declare and make known
that the location of . . .
the . . . district ten miles square shall
be found running four lines of
experiment . . . being so run,
I do hereby declare that all that part
within the said four lines . . .
is now fixed upon, and directed to be
surveyed, defined, limited, and
located . . . for the permanent seat of
the Government of the United States."

George Washington, January 24, 1791
(as quoted in Reps, Washington on View, *10.)*


GEORGE TOWN
PART of VIRGINIA within the TERRITORY of COLUMBIA
PART of MARYLAND within the TERRITORY of COLUMBIA
Plan of the City of Washington
VIRGINIA and MARYLAND
United States of America
SEAT of their GOVERNMENT

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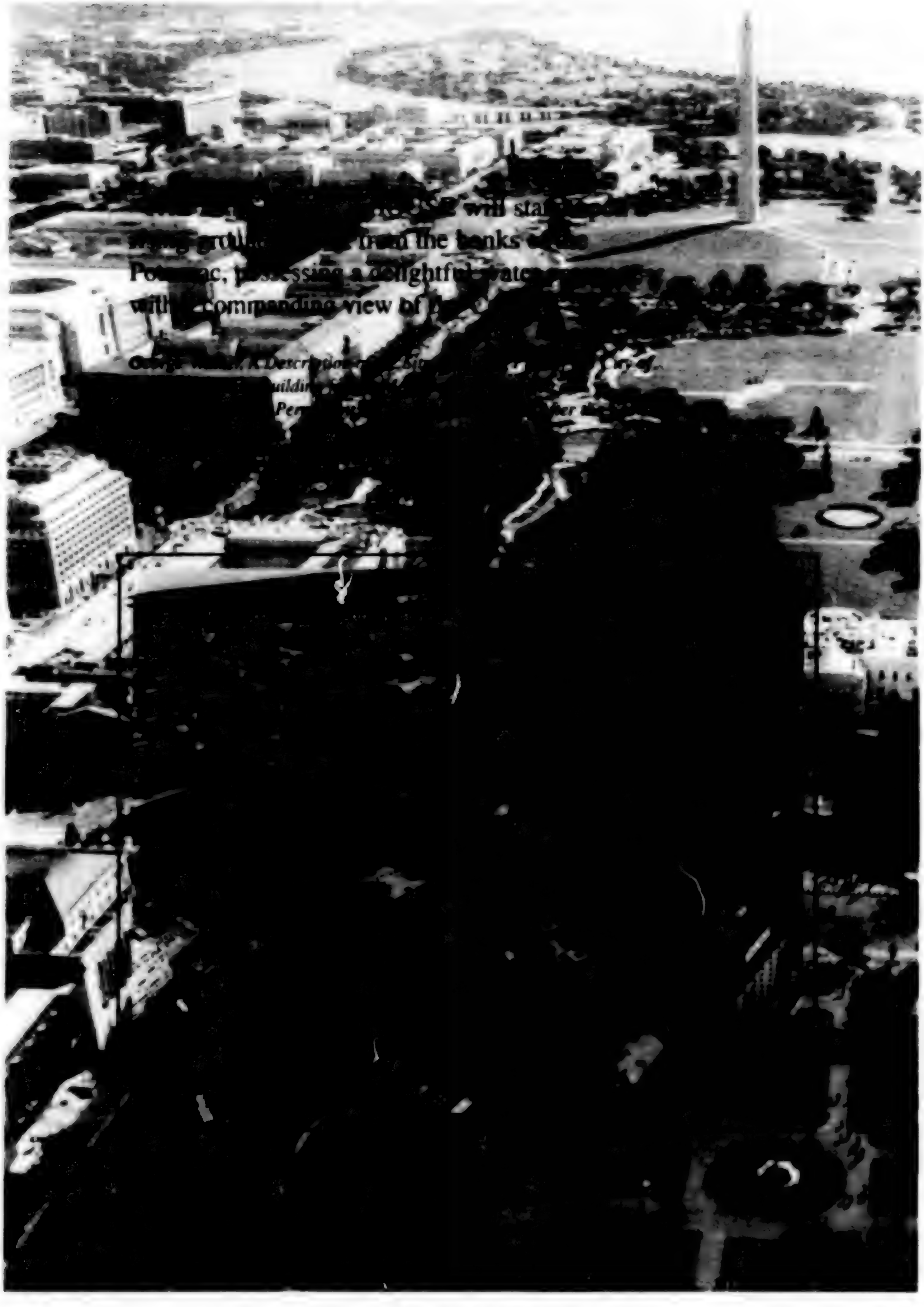

[illegible] will sta[illegible]
[illegible] grou[illegible] from the banks [illegible]
Potomac, possessing a delightful water [illegible]
with a commanding view of [illegible]

George Walker, A Description [illegible] building [illegible] Pen[illegible]

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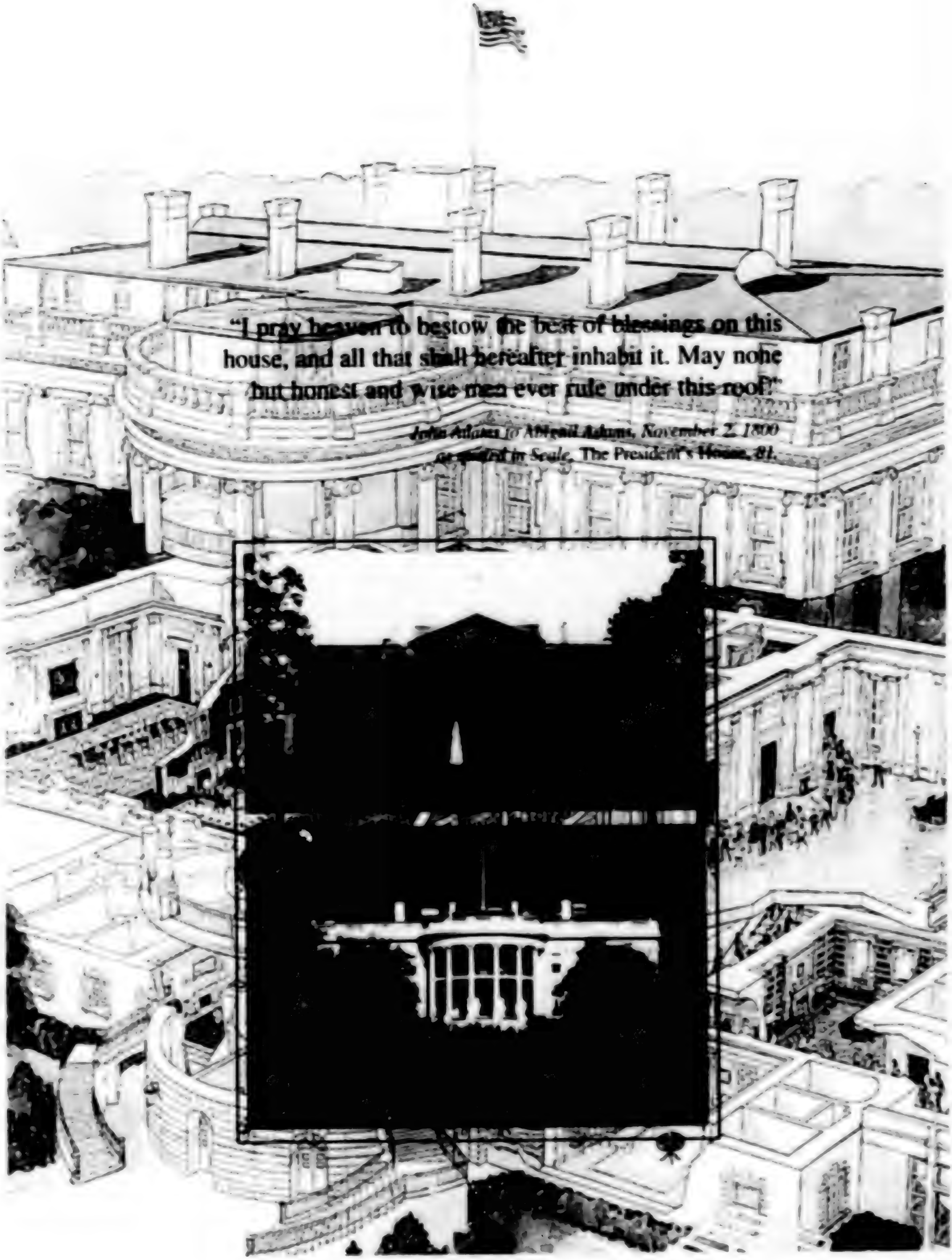

> "I pray heaven to bestow the best of blessings on this house, and all that shall hereafter inhabit it. May none but honest and wise men ever rule under this roof!"
>
> *John Adams to Abigail Adams, November 2, 1800*
> *as quoted in Seale,* The President's House, *81.*

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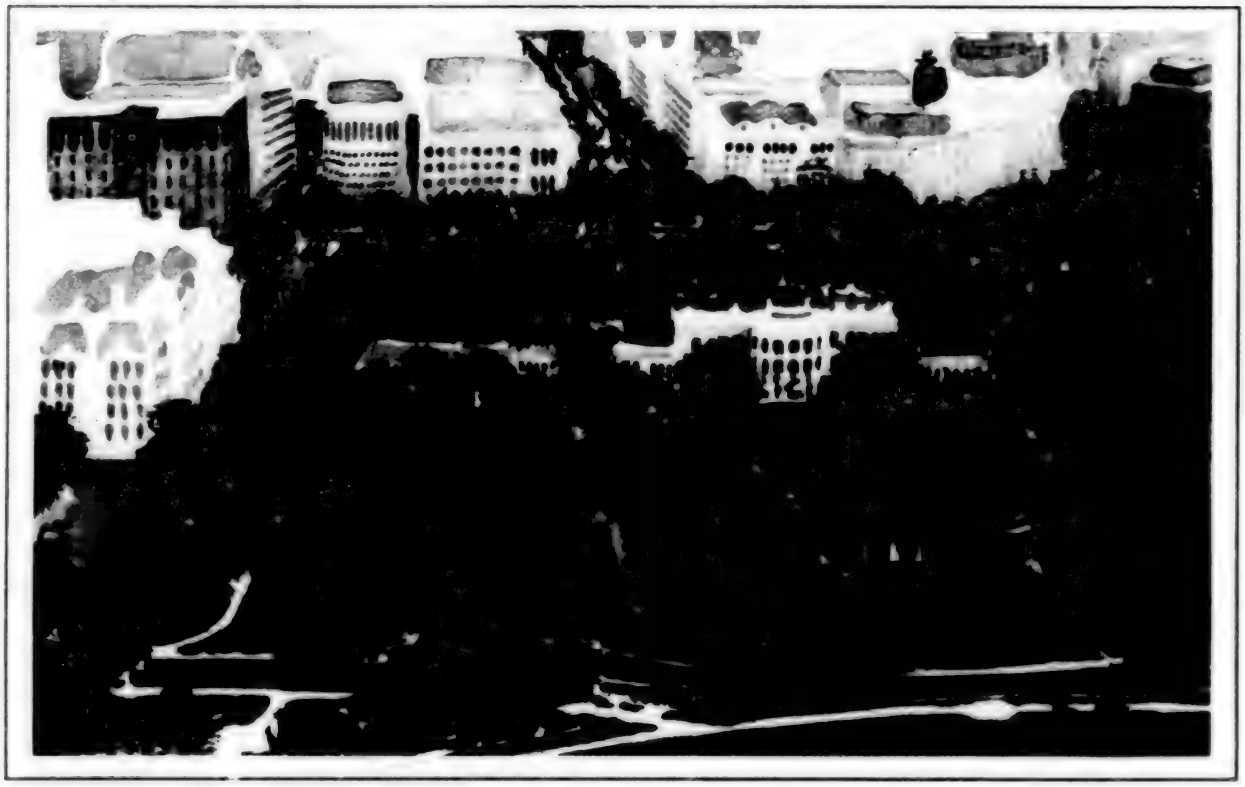
The White House and President's Park



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INTRODUCTION

> [History] clearly shows that we arrive at catastrophe by failing to meet situations — by failing to act where we should act. . . . [The] opportunity passes and the next situation always is more difficult than the last one.
>
> — *Eleanor Roosevelt*

The overall purpose of a comprehensive design plan for the White House and President's Park is to provide a framework for future management of the area that will respect past traditions and meet the needs of tomorrow. This effort represents the first comprehensive plan for the property since the site was designated in 1791 by George Washington as the residence for the president.

The White House and President's Park

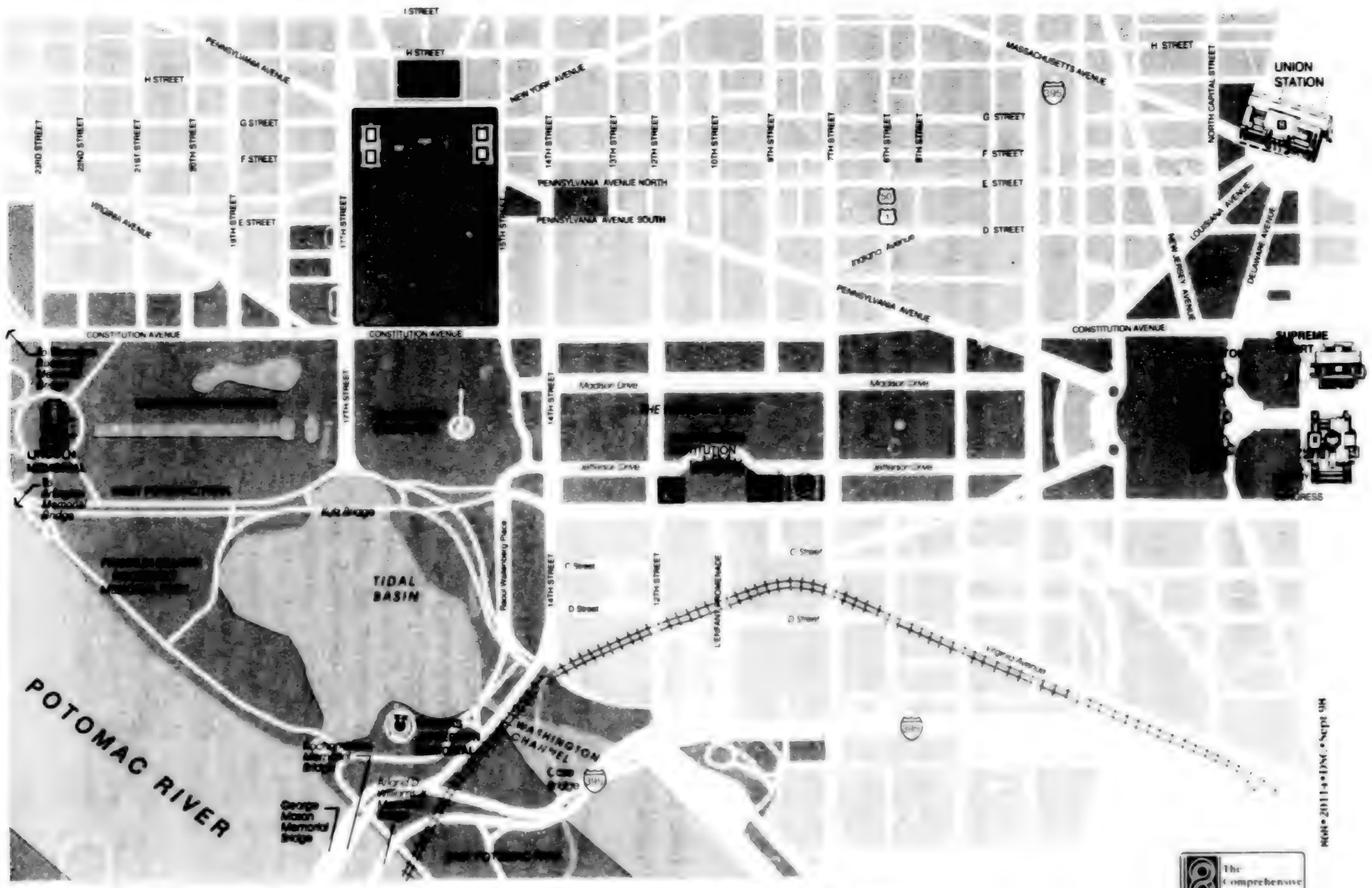
In 1790 George Washington signed an act of Congress declaring that the federal government would reside in an area "not exceeding ten miles square . . . on the river Potomac" — the city now known as Washington, D.C. The placement of the White House was integral to the design for the new federal city developed by Pierre Charles L'Enfant. The architecture for the house was to be monumental, with a classical theme symbolizing democracy, and large public parks surrounding it to provide an appropriate setting. The site, selected in 1791, had sweeping vistas that would connect the buildings representing the executive and legislative branches of government.

Construction of the presidential residence began in 1792, and in November 1800 the first residents — John and Abigail Adams — moved in. Since then, the White House has been the official residence of every president.

The White House is a classic Georgian manor house that is one of the most important buildings in the history of the United States:

- It is the home and office of the president of the United States and the setting for official presidential functions, including dinners and welcoming ceremonies for foreign heads of state.
- It is the center of the executive branch of government, the headquarters of the commander in chief of the nation's armed forces, and an office complex.
- It is a unit of the national park system, a public tour destination, and a fully accredited museum.
- It is the place where citizens have the constitutional right to come and petition the president.
- It is a focus for popular public celebrations, such as presidential inaugural parades, annual Easter egg rolls, and the Pageant of Peace in December.

The White House and President's Park, including Lafayette Park and the Ellipse, are a public trust, important symbols of our nation's heritage. The management of this area must remain flexible to accommodate the various



The
Comprehensive
Design Plan
for the
White House

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United States Department of the Interior
National Park Service

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formal and informal uses that occur daily. The preservation of the site's resources must be ensured by prudent and adequate planning and by sensitive design. These are the planning and design challenges inherent at the White House and President's Park.

The White House and the surrounding President's Park consist of approximately 82 acres. The total area includes several smaller, related elements. To the north is Lafayette Park; to the west are West Executive Avenue, the Old Executive Office Building and its grounds, plus the First Division Monument; to the east are East Executive Park, the Treasury Building and its grounds, plus Sherman Park; and to the south is President's Park South, commonly referred to as the Ellipse. Boundaries for the site generally run from H Street on the northern edge of Lafayette Park, along Jackson and Madison Places south to Pennsylvania Avenue, east and west on Pennsylvania to 15th and 17th Streets, and south to Constitution Avenue.

Purpose of the Plan

The comprehensive design plan for the White House has three specific purposes:

1. Identify what needs and functions will have to be accommodated at the site over the next 20 years.
2. Determine how best to ensure the protection of important resources on the site, including the White House itself.
3. Solve the logistical and management problems that have developed over the years.

This *Comprehensive Design Plan and Draft Environmental Impact Statement* presents and evaluates a range of feasible alternatives for guiding the future management and use of the buildings, grounds, and resources of the White House and President's Park. The intent is to guide the efficient administration and operation of the site, to ensure the protection of its resources, and to interpret its significance to the public.

Need for the Plan

The White House and President's Park are a manifestation of more than 200 years of incremental change. Most problems have been addressed as they have arisen, while some have not been addressed at all. The lack of a comprehensive plan has generally resulted in a piecemeal approach to problem solving and development.

Present needs are not being met for the Executive Residence, the Office of the President, or the ever-increasing numbers of visitors who come to tour the White House. In addition, surrounding urban land uses continue to encroach on President's Park and threaten its dignity and character. The problems confronting the White House and President's park, which are further described beginning on page 20, were identified through a series of issue workshops with agencies and organizations having interests or responsibilities at the site, as well as with the general public.

The Planning Process

To address the issues and concerns facing the White House and President's Park, and to create a vision for the future of the site, the National Park Service proposed a comprehensive design plan in 1989 and presented the proposal to the various agencies with responsibilities at the White House and President's Park (see the text box on the next page).

Congress provided funding to the National Park Service to begin the planning process in 1992.

An Executive Committee, consisting of representatives from each of the agencies with responsibilities at the site, has worked with the National Park Service to discuss issues and concerns and to review interim planning products. The range of alternatives presented in this document has been developed as a result of the work of this committee.

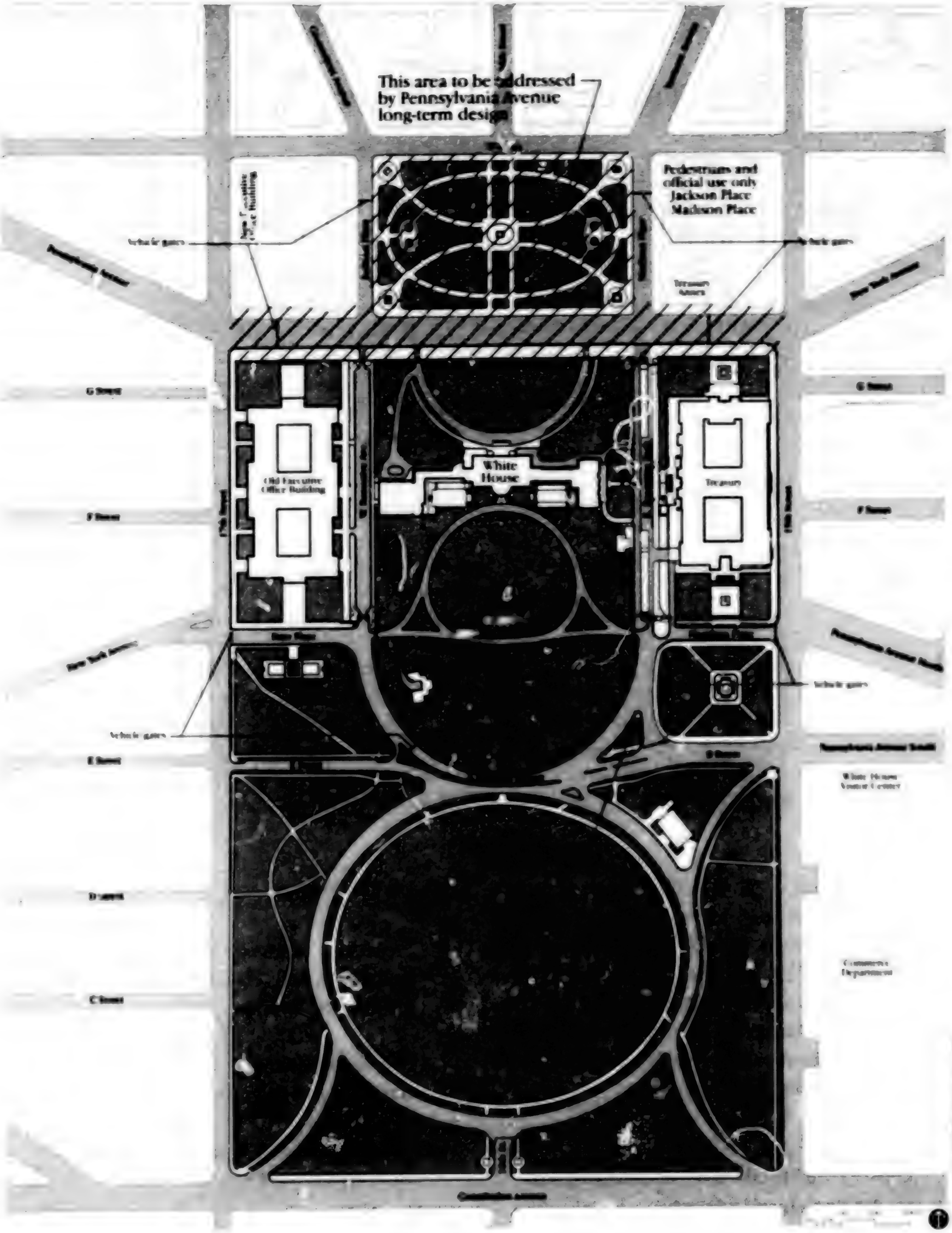
As part of this planning process, the purpose and significance of the White House and President's Park were defined, and various groups were asked to create broad conceptual statements (referred to as desired futures) of what the White House and President's Park should be in the future. These statements provided the context for the alternatives and the proposed plan, and they are presented in the next chapter.

Some fundamental assumptions regarding use and management of both the White House and President's Park were also made at the beginning of the planning process to establish the general direction and scope of the plan. Many of these are embodied in the purpose, significance, and desired future statements; the rest are presented in the introduction to the proposed plan and alternatives.

Site Jurisdiction

Jurisdiction for the White House and President's Park is shared by various federal departments and the District of Columbia. Their relationships hinge on precedents and legislation that have accrued over time. The following agencies and federally chartered organizations have stewardship and oversight responsibilities within the site:

- Executive Office of the President
- Executive Residence at the White House
- White House Military Office
- U.S. Department of the Treasury
- U.S. Secret Service
- General Services Administration
- National Park Service
- District of Columbia
- Commission of Fine Arts
- National Capital Planning Commission
- Advisory Council on Historic Preservation
- Pennsylvania Avenue Development Corporation (until April 1996)



Study Area

The Comprehensive Design Plan for the White House

United States Department of the Interior / National Park Service

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THE CONTEXT FOR THE PLAN

A Vision for the White House and President's Park

The White House, more than any other public structure in the United States, exemplifies the history of the presidency of the United States of America. Every president has been associated with this building — George Washington selected the site and oversaw initial construction, while all succeeding presidents have lived within its walls. The White House and the surrounding President's Park are enduring symbols of our republican form of government and the democratic principles on which it was founded.

The vision for the future management of the White House and President's Park is to continue to celebrate the rich traditions of the past while adopting technological advances to meet the needs of the future. Through comprehensive planning, the White House will continue to serve the president and the executive branch of government. Public access to the White House, which is symbolic of access to the government of our country, will remain available to all citizens. As a unit of the national park system, President's Park will continue to set preeminent standards for resource protection and design excellence, and its management and use will exemplify the highest ideals of interagency cooperation and public service.

The context for the comprehensive design plan is based on statements of purpose and significance for the White House and President's Park, *Design Guidelines* that have been adopted for future design elements, themes for interpreting to visitors what the White House means to our nation, and desired futures for the site.

The Purpose of the White House and President's Park

The following statements identify the reasons why the White House and President's Park were created and have been set aside as important national treasures.

The White House

- Provide a residence that offers privacy, protection, and recreational opportunities for the first family.
- Provide a suitable location for the official functions and activities of the presidency.
- Provide office facilities for the president and immediate staff.
- Preserve and interpret the museum character of the White House; provide public access to the principal corridor on the ground floor and to the state rooms on the first floor.

President's Park

- Preserve the cultural resources of the White House — its architecture, artifacts, landscape design, gardens and grounds, and the surrounding parklands — in ways that foster and preserve dignity and respect for the office of the presidency, while still allowing for their use.

- Provide a dignified transition area from an urban environment to the White House environs.

- Interpret the history and significance of the presidency, the White House, and President's Park, including their relationship to the American public, our republican form of government, and the growth of Washington, D.C.

- Preserve existing historic memorials as examples of memorial art.

- Provide a large open area associated with the White House for freedom of public expression and assembly activities, as well as for public use and enjoyment.

- Protect and enhance views to and from the White House and provide a setting for viewing the White House.

- Preserve Lafayette Park as open public space in the foreground of the White House, as a setting for passive activities (reflecting, observing, making a personal connection with the presidency), First Amendment activities within legal limitations, and as a support area for presidential inaugural activities.

- Preserve and interpret Lafayette Park as one element of the oldest planned federal reservation in the nation, an example of early American landscape design, and the 19th century neighborhood of the president.

- Provide a setting for viewing the White House and elements of the Lafayette Square National Historic Landmark District.

Significance of the White House and President's Park

The following statements describe the importance or distinctiveness of the many uses and resources within the White House and President's Park.

The White House

The White House is significant as the official residence and office of every U.S. president and his family except George Washington. It is the only official residence of a head of state in the world that is regularly open to the public free of charge. The White House is also an extraordinary museum comprised of rare and fine arts, furnishings, and objects — many of which are associated with past presidents and making it possible for people to come in direct contact with our nation's history.

The White House is the oldest federally built building in Washington, D.C., and it is one of the foremost examples of 18th century architecture and stone carving in the United States. The White House also serves as a sustaining focal point for an important historic neighborhood.

The White House is a symbol of the power and authority of the U.S. presidency, the center of the executive branch of government, and the focus of diplomatic relations with other countries. As such, the White House is the setting for interactions between the public and the president, as well as between the president and other heads of state. To many the White House is a symbol of a free and democratic nation because it is accessible and open, as is the ideal of the democratic process. Its endurance for 200 years reflects the stability of our nation. As a result, the White House evokes an extraordinary range and depth of emotions among U.S. citizens and visitors from other cultures and countries.

President's Park

President's Park reflects the growth of the presidency, as well as the evolving social and cultural experiences of our nation. The park is the oldest federal reservation in the nation, and it is a nationally significant historic landscape that continues to reflect the design principles of Pierre L'Enfant in 1791, Andrew Jackson Downing in 1851, and the Olmsted brothers in the 1930s — design principles that have withstood the test of time. President's Park is integral to the historic layout of the city, which was initially designed to physically represent the functional relationships of the three branches of our government. Memorials that have been incorporated into the historic landscape design commemorate significant events and individuals in the nation's history. The White House grounds contain commemorative plantings by presidents and first ladies.

The White House and President's Park contain valuable open space in the center of a densely urban environment. This space is available for use by the president, the first family, and the public. The surrounding President's Park also allows for public access and assembly close to the White House, and it serves as a national and even international stage for the expression of First Amendment rights and for U.S. citizens to petition their government.

Lafayette Square National Historic Landmark District, which includes adjacent buildings, represents the president's neighborhood — its function, landscape design, architecture, and social purpose as a place for people to gather.

As a focus of national events for over 200 years, the White House grounds and President's Park contain important historic archeological resources relating to the history of the American presidency and to the history of Washington, D.C.

Design Guidelines

Design Guidelines for the White House and President's Park, approved in 1995, provide a framework of mutually agreed on tenets that guide, but do not dictate, future development. The guidelines identify principles for architecture, landscape architecture, design elements, signs, and temporary facilities. They are based on existing designs in and around President's Park and the White House.

The guidelines emphasize that President's Park will continue to be integral to the design of Washington, D.C., including the historical relationship to the Monumental Core and the National Mall. (The *Design Guidelines* have been printed as a separate volume; see NPS 1997a).

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Design Guidelines for President's Park

The following general guidelines define the parameters for design. They are not prescriptive; rather they provide designers a philosophy and a framework within which to provide creative yet appropriate designs for the White House and President's Park.

1. Site elements from earlier significant planning efforts will be respected and conserved, including the classical 18th century forms that are inherent to the layout of President's Park and the city of Washington, D.C. All components of President's Park are designed historic landscapes, and the Secretary of the Interior's *Standards for Historic Preservation* will be followed in the management and treatment of these landscapes.

2. The distinct character of each of the site's three areas — Lafayette Park, the White House, and the Ellipse — will be respected, while recognizing that together these areas function as a significant design element in the layout of Washington, D.C.

3. The design vocabulary and palette for the site will complement and articulate the dignity and importance of the resource, drawing from the existing appropriate architecture and landscape architecture in and around the site. To this end, proposed design elements will respect the size, scale, mass, proportion, and aesthetics of existing elements, and the spatial relationships between them.

4. The traditional vistas from the White House to the north and south, as well as vistas toward the White House, will be respected at all times.

5. All designs will incorporate sound environmental principles and environmentally and economically beneficial resource management technologies and practices.

6. The quality of the pedestrian experience will remain a high priority in all designs.

7. The needs to accommodate service, security, and ceremonial functions will be met in a manner that is consistent with the dignity and importance of the site.

8. Neither security nor aesthetics will be compromised by actions on site.

9. Design elements that communicate appropriate visual quality, continuity, and consistency will define the boundaries of President's Park and will create a specific identity for the park, but will also complement the design qualities of adjacent areas.

   - Materials used on the site will be compatible with its unique character. To this end, all items used in the park — benches, stonework, grillwork, fences, light posts, and other elements — will relate to the whole and will complement the overall District of Columbia federal park system.

   - All elements must be designed to withstand intense use while still imparting a sense of dignity and elegance.

   - Transitions into President's Park should show a connection with the city. The quality and appearance of materials will announce a special precinct. President's Park and the National Mall need special treatment as transition zones that reinforce mutual relationships.

   - Signs and signals will be kept to a minimum within and adjacent to President's Park, consistent with adequate visitor orientation and safety messages.

10. Plant materials will reflect traditional landscape elements in mass and alignment. The choice of specific planting materials will remain flexible but will be guided by the intent of principle 1 and will complement the palette of existing plant materials.

    - The landscape design will continue to use vegetation to define and refine spatial relationships.

    - Planting and planting designs outside the White House fence will complement those inside the fence in quality, scale, and selection.

11. Designs for President's Park will remain flexible and capable of being appropriately adapted in response to technological advances, future demands, and changes in adjacent historic and commercial neighborhoods.

Desired Futures

Desired futures envision what the White House and President's Park should be like 20 years from now. They are phrased in the present tense to emphasize what existing conditions should be in the future. The purpose of these statements is to guide planning efforts by ensuring that proposed actions are compatible with the long-range vision for both the White House and President's Park. They were developed by over 80 subject-matter experts and agency representatives during a series of workshops in the fall of 1993 (see appendix G; desired futures relating specifically to the news media are included in appendix H.)

Resource Conservation and Management

White House: The historical integrity of the White House and its collections is retained.

The Preservation of Significant Cultural and Natural Resources: All significant cultural and natural resources of the White House and President's Park receive high-quality care and maintenance, and their integrity is protected while accommodating contemporary site functions and operational requirements; changes are continually identified and documented through time.

Resource Conservation and Preservation

The White House and President's Park, as preeminent American resources, demand a conservation ethic that will guarantee the existence of these resources for future generations of Americans. To help ensure adequate attention to conservation and resource management, the National Park Service was placed in charge of the property in 1933. In addition, Congress passed legislation in 1961 stating that the property will be managed in accordance with the NPS Organic Act of 1916. The National Historic Preservation Act of 1966 underscored the commitment of the federal government to preserving these historic resources within the context of daily official functions and uses.

A conservation charge for the White House and President's Park presents unique administrative challenges. Its landscape is one that is seemingly unchangeable; in reality, however, it has undergone almost constant change to meet presidential needs. A balance is often difficult to achieve and requires prudent consideration and decisions on the part of the administrators who are responsible for protecting the cultural and natural resources. Currently, the National Park Service shares its purview with 10 other federal agencies who have responsibilities at the site. The conservation and preservation of resources cannot be guaranteed unless all agencies resolve to cooperate to achieve that common goal.

The National Park Service is committed to maintaining a constructive dialogue to guarantee continued cooperation in conserving and preserving the resources of the White House and President's Park. The agency will continue to promote communication with cooperating agencies and coordination of day-to-day activities, respecting the various shared departmental authorities and working toward mutual conservation and preservation goals.

Cultural Landscape — The integrity and character-defining features of the White House and its grounds, Lafayette Park, and the Ellipse are preserved and maintained, while allowing for minor surface modifications to meet contemporary needs.

Visual Character — People experience a special sense of place upon entering President's Park from the surrounding city. The park landscape communicates a sense of openness and access to the White House and the presidency, even when people are unable to enter portions of the area.

Visitor Experience and Expectations — People have the opportunity to experience an immaculately kept, parklike landscape and to enjoy historic vistas without unsightly intrusions when within or viewing President's Park and the White House grounds.

Home and Office of the President

As a Home: The White House is a private home that provides for the needs of the first family.

As an Office: The White House is the Office of the President, and support services are designed to be flexible to meet the changing needs of the presidency.

Internal Functions:

Space Requirements — Secure space is provided for first family indoor recreational activities. Space is available in or near the White House to store materials and stage meetings and official functions. News media facilities are provided and can be easily upgraded for state-of-the-art communications.

Deliveries — Supplies and materials are delivered efficiently and discreetly to the White House.

Access — Access to the White House for presidential and official visitors remains flexible. All visitors are screened quickly and efficiently and welcomed in a cordial way, befitting a visit to the home and office of the president.

Infrastructure— Utility and communication systems are upgraded to be efficient, environmentally and visually sensitive, and easily maintained. Temporary systems respect significant site resources and meet the needs of White House events.

Visitor Use and Services

Information / Orientation:

Pre-visit Information — Pre-visit information is promoted and readily available through a variety of sources. It is comprehensive and facilitates the planning needs for the broadest range of potential visitors.

Site Orientation — Accurate orientation and information about the White House, nearby attractions, and transportation services are easily obtained at various locations and are effective for the full range of visitors (including non-English speaking visitors).

Interpretation / Education:

White House — Visitors are educated, inspired, and empowered by the White House — its rooms, character, many uses, past and present occupants, history, and symbolism — through a variety of interpretive tools, including personal services, programs, and exhibits. Visitors are introduced to the ideals of democracy and understand why it is important to become involved in their country's future.

President's Park Resources — Visitors are educated about other resources of the White House and President's Park, such as natural resources, historic structures, landscapes, monuments, and archeological resources, to increase their personal involvement with the site and thereby contribute to its preservation.

Public Outreach — A plan for public outreach is regularly updated and is used to contact the broadest possible audience.

White House Tours:

Visitor Experience — The process of visiting the White House is efficient, meaningful, and enjoyable for all visitors. Such an experience is facilitated by providing (1) learning opportunities that enhance the actual touring experience; (2) a smooth transition between pre-tour orientation and the tour itself; and (3) a cordial, enthusiastic reception and the opportunity to linger within the White House.

Visitor Screening — Security screening is a pleasant experience that enhances a sense of awareness and appreciation that one is entering the home and office of the president.

Visitor Services:

Basic Services — Safe, comfortable shelter is available during inclement weather, and basic visitor services are provided on the site or are easily accessible.

Ticketing — Opportunities for day-of-visit reservations continue to be available for White House tours.

Recreation: Traditional passive and active recreational uses continue on the Ellipse.

Special Events

Event Character: A sense of purpose, quality, and dignity, which complements the purpose and setting of the White House, accompanies all special events in President's Park. The physical characteristics, history, and atmosphere of each of the various spaces within President's Park are preserved and enhanced by these events.

Infrastructure: Utility systems are upgraded to be efficient, environmentally and visually sensitive, and easily maintained. Temporary systems respect significant site resources and meet the needs of President's Park events.

Transportation

Access to the Site: Visitors can easily travel to the site by using various modes of transportation, including a convenient visitor transportation system that connects major attractions in Washington's Monumental Core. Transit arrivals and departures are at easily accessible, safe gateway locations on the site.

Parking: Parking for diplomatic and business visitors, as well as staff (Executive Office and Treasury) is provided in secure, out-of-sight locations and within convenient access of the White House.

Site Circulation:

Pedestrian Environment — People are able to walk safely throughout the site, without conflicts with moving or parked vehicles.

Pedestrian Circulation — People travel easily around the site by means of a convenient, easily accessible transportation system (such as a shuttle) that connects with other facilities and visitor opportunities.

Vehicular Circulation — Roadways within and adjacent to the site accommodate diplomatic and presidential motorcades, and other Executive Office functions, in an efficient and safe manner.

Primary Interpretive Themes

The primary interpretive themes are statements of what ideally every visitor should understand and know about the White House and President's Park. The themes are fully explained in appendix D.

- The primary function of the White House is to be the home of the president and the president's family.
- The White House is a symbol of the presidency, of a free democratic society, and through its continuity, of the stability of our nation.
- President's Park, as a primary element of the federal city, serves as a stage for active participation in the democratic process, and is linked by Pennsylvania Avenue — America's main street — to the legislative and judicial processes on Capitol Hill.
- The White House is a mirror and magnifier of the nation's cultural, recreational, and topical history.
- The White House is the seat of the executive branch of government.
- Many people from different backgrounds and cultures have been essential in the growth and operation of the White House as the home and office of the president.
- The White House is an example of the continuum of history — through its stories as well as its artifacts.
- The stability of the design and architecture of the White House and President's Park is a product of continuing adaptation to changing needs and technology.
- The responses of presidents and first ladies to the challenges of the presidency provide important lessons in their varying capabilities to handle difficulties.

PROBLEMS, ISSUES, AND CONCERNS CONSIDERED IN THIS DOCUMENT

Many problems, issues, and concerns relating to the White House and President's Park have been identified through scoping activities and the ongoing involvement of the Executive Committee, as well as other agencies and organizations. Most of these relate to the overall character of the site, important cultural and natural resources, and ongoing activities and problems that affect existing site users (including the president, White House staff, business and tour visitors, and local residents).

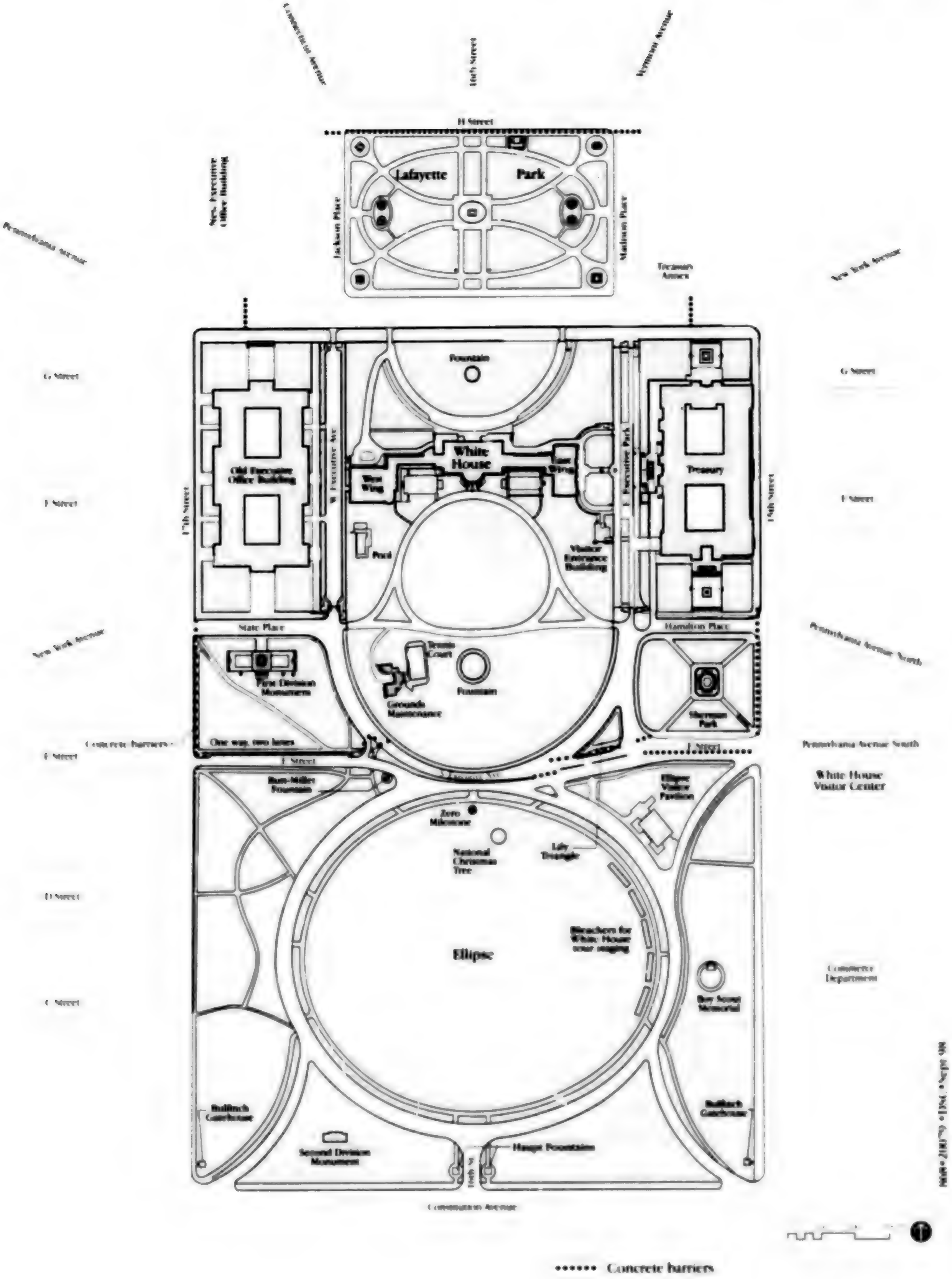
The concept of the White House being physically and symbolically accessible to U.S. citizens is central to many planning concerns. As the home and office of the president, the White House is a tangible link to the executive branch of government and to the democratic process, and public access to the People's House is perceived as a means of access to the president. In the early 1800s, visitors wandered at will through the White House. However, this openness has been necessarily reduced over time in order to protect the president and the first family. Presidential assassinations, wars, threats of violence, and terrorist attacks have resulted in more and more precautions to ensure the protection not only of the first family, but also of visitors and staff who work on the site.

Generally, safety measures have been taken in ways that respect the tradition of public access to the site. However, any loss of access to the White House is perceived as a loss of access to the president and as an infringement of democratic principles. The need to provide security for the White House and its occupants must be balanced with the need to maintain public access to the home and office of the president.

Problems, issues, and concerns that were identified during the scoping process may be divided into two categories: (1) those related to operational activities for the Executive Residence and the Executive Office; and (2) those directly affecting the general public, a resource, or a function of major public interest. Problems and concerns related to operational activities (such as presidential security) are not addressed in this document either because they are sensitive or because they are operational concerns that do not affect the public.

The problems, issues, and concerns are presented in the following categories:

- *Resource Conservation and Management* — problems and concerns relating to the cultural landscape and the protection of cultural and natural resources
- *Home and Office of the President* -- concerns relating to the Executive Residence (the White House proper, see the figure on page 26) and office support functions
- *Visitor Use and Services* — concerns relating to the interpretation of the site to visitors and public educational opportunities, White House tours, and recreational opportunities
- *Special Events* — concerns related to the management of public events, inaugural parades, and large demonstrations and marches



The
Comprehensive
Design Plan
for the
White House

Existing Conditions

United States Department of the Interior | National Park Service

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- *Transportation* — problems and concerns relating to visitor access, staff parking, site circulation, traffic congestion, and pedestrian safety
- *Site Management and Operations* — concerns relating to utilities, infrastructure, and daily operations

Resource Conservation and Management

Cultural Landscape

Historic design elements have become fragmented over time, leading to a haphazard appearance. For example, the allée of trees around the Ellipse was originally planted in the 1880s; an attack of Dutch elm disease in the 1940s and 1950s led to the removal of many of the trees, and the allée has not been fully reestablished.

The use of various designs and materials in Lafayette Park, around the White House, and on the Ellipse has not been coordinated. For example, East Executive Park and West Executive Avenue do not exhibit a consistent design. As a result, people do not perceive these different areas as part of a unified design.

The cultural landscape of the White House and President's Park has not been assessed as a unified ceremonial site where many public and private functions of various complexity and importance occur simultaneously.

The dignity and visual quality of the White House and President's Park are degraded by vehicle parking on the Ellipse and surrounding the White House, by temporary structures that look out of place (such as bleachers, barricades, stages, and equipment), and by other activities that create a disorganized appearance. Cars, limousines, delivery trucks, and vending vans restrict views, block landscape features, and create congestion in parklike areas such as East Executive Park and the Ellipse. These conditions compromise important elements of L'Enfant's original design for this area, such as maintaining open space around the White House and views extending to the Potomac River.

The White House is visually separated from Lafayette Park on the north by the wide expanse of Pennsylvania Avenue. On the south E Street and vehicular traffic visually separate the White House from the Ellipse.

Proposed developments and activities within and adjacent to the study area have the potential to conflict with original site design and development plans. No measures have been taken to promote a consistent design for structures, walkways, streets, or other facilities adjacent to the area.

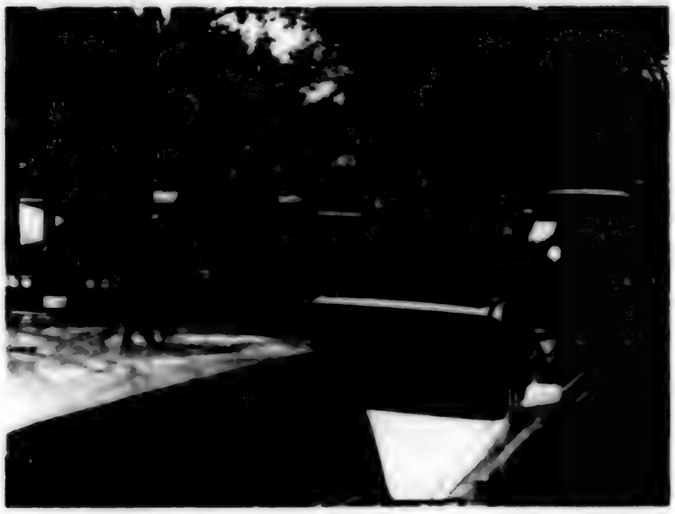
Archeological Resources

Archeological resources on the site have only been addressed on a project-by-project basis. A preliminary archeological survey identified areas of high archeological resource probability, but no clear mandate has been given concerning a full inventory of possible sites.

Multiple Uses and Site Capacity

Daily uses, such as public tours and large special events, affect resources throughout the site, including the White House itself and the surrounding grounds, statues and memorials in Lafayette Park and on the Ellipse, and the entire area's historically significant landscape design. For example, the high number of visitors on tours causes inadvertent damage to

Resource Conservation and Management



Rows of parked cars around the Ellipse obscure sight lines and create congestion on the site.

Fine and decorative arts in the White House collection, such as this chair from the Monroe administration, are used daily. There is no curatorial facility onsite where inadvertent damage to items in the collection can be assessed.

Deliveries are made through every entrance of the White House complex, conflicting with other site functions.

Vendors line 15th Street near Constitution Avenue, block views, and create an atmosphere that conflicts with the expected dignity and decorum of White House and President's Park.

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items on display from the White House collection, and special events requiring supporting facilities or attended by large numbers of people make it difficult to properly maintain lawns and gardens.

The need to provide a high level of security on the site requires systems to be regularly upgraded, traffic to be routed through checkpoints, and security posts to be maintained, straining the sensitive resources of the site. Due to the immediacy with which these specialized needs must be addressed, as well as the lack of an overall plan, historic and natural resources are often compromised without adequate planning or conservation (for example altering gateposts to install security equipment and moving plantings for security reasons).

Communication and transportation measures to support the presidency are gradually affecting the historical character of the White House and its grounds. For example, daily deliveries, equipment, and personnel are constantly present, creating traffic and equipment problems that stretch the site's ability to recover in reasonable amounts of time.

Multiple uses of the White House and its grounds, as well as of the Ellipse and Lafayette Park, result damage to various resources. The White House and President's Park have limited physical capacities to accommodate various events and functions. These capacities cannot be exceeded without causing damage to the site's natural and cultural resources, which can only be mitigated by intensive management and funding.

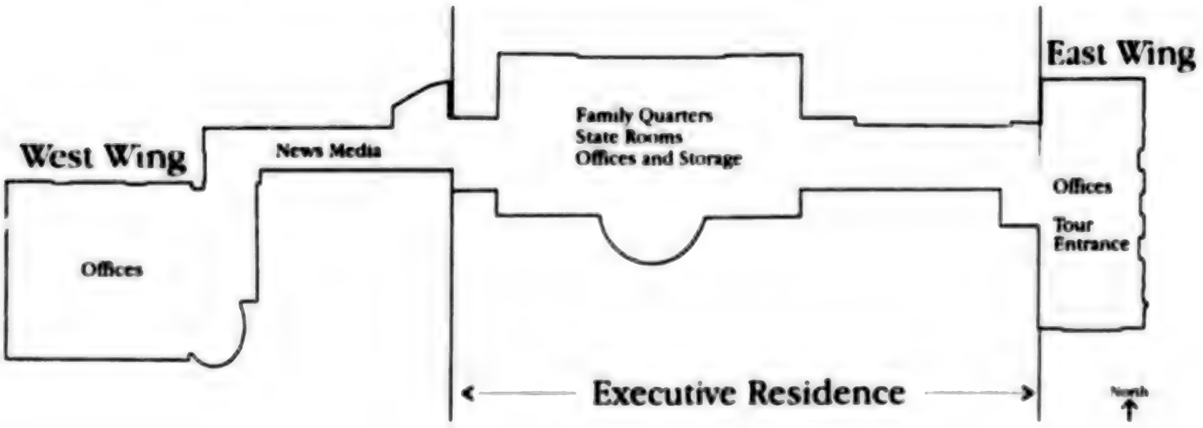
Home and Office of the President

Executive Residence

Public demand for both physical and visual access to the White House and its grounds results in a loss of privacy for the first family. Conversely, the first family's needs for a home, privacy, and recreational opportunities within the White House grounds limit public access.

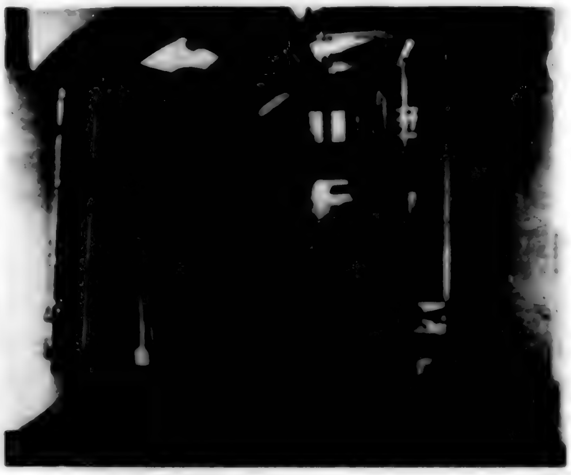
Accommodating the various residential and first family requirements isdifficult because suitable space is not available in the White House. Spaces for moving about the site,

THE WHITE HOUSE: FUNCTIONAL RELATIONSHIPS



Home and Office of the President

Television cables are stored inside the west colonnade. Chairs, lights, and equipment are stacked outside along West Wing Drive.



This narrow corridor below the north portico provides access for the movement of staff, supplies, and materials across the site. Items are often stored on both sides of the corridor.

With limited support space, some functions take place out of doors in all kinds of weather. Here the east service drive on the north side of the White House is used for storage.

Motorcades for the president, vice president, and visiting dignitaries are staged throughout the site on a regular basis.

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working, and storing frequently used items are inadequate and poorly located, hampering efficient operations. Staff move back and forth through the lower corridors of the house, interfering with daily functions. Inadequate storage space requires frequent deliveries to be made, often within view of those working at, coming to, or visiting the site. The result is traffic congestion, delays, and unsafe conditions for visitors and guests entering the site, and an incompatible visual setting.

Facilities for White House grounds maintenance are inadequate. Utility spaces are small and difficult to maintain.

Executive Office Support Services

Meeting spaces for groups of 50 to 200 persons are very limited As a result, White House state rooms are used for business meetings, which in turn increases wear and tear on the historic fabric, as well as limits and sometimes prohibits public tours.

Staff parking is limited, and existing onsite parking spaces compromise the ceremonial function of the site and create a visual intrusion for residents and guests in the White House, as well as visitors and passers by. Permit parking spaces near and around the Ellipse and the White House grounds are used by staff; however, more permits have been issued than there are spaces, creating competition for parking. Parking overflows into crosswalks, handicapped access ramps, and turf areas, and it occurs next to fire hydrants. This parking is neither covered nor secure, and poor lighting and the threat of crime and car theft make walking between the White House and staff parking areas in the late evening hours potentially hazardous to employees. Further aggravating the problem is the lack of 24-hour safe public transportation for those employees whose shifts do not coincide with normal transit service periods.

Vehicles used for security, presidential motorcades, and visiting dignitaries are parked in West Executive Avenue and East Executive Park, causing congestion at site entrances (diplomatic, visitor, and tour), as well as unsafe and unpleasant conditions for pedestrians passing through these areas.

Deliveries take place throughout the site, causing conflicts with other site uses. Corridors for staff to move about the site and to deliver supplies and materials are inadequate, resulting in inefficient operations.

News Media

The presidential briefing area for the news media and work spaces for media representatives are small, overloaded with equipment, and potentially unsafe.

Visitor Use and Services

Locations and activities within President's Park, which are accessible to the general public, may not be accessible to individuals with physical or learning disabilities. The needs of D.C. residents and local workers in terms of educational and interpretive programs are not always considered.

Information/Orientation

Within the study area signs, publications, and other media to orient visitors to the site and tell them about tour opportunities and other information are inadequate or confusing. NPS staffing is insufficient to be distributed throughout President's Park to answer questions and provide directions. Because visitors do not know where to go for information, they may spend considerable time searching for information or assistance. Information about White House tours for visitors planning trips to Washington is available by calling a toll-free number at the White House visitor center; however, many visitors arrive without adequate information about tour procedures, and they may miss opportunities for tours. Information on other activities or opportunities (for example, the schedule of activities on the Ellipse or the Mall) is not readily available.

Visitors frequently stop at White House gatehouses for information and assistance, diverting time from security functions and congesting entrances; often wrong information is given. Under these conditions customer service is unsatisfactory.

Interpretation/Education

Interpretive programs at the White House and President's Park do not sufficiently communicate the site's important stories and the significance of its resources, resulting in visitors having less appreciation for the site. Interpretation is lacking about the history of the presidency, about special White House events (such as state dinners), about first families and the people who worked for them (guards, cooks, service staff, etc.), and about the construction and renovation activities at the White House. Nor is interpretive information readily available about L'Enfant's plan for the city and how the White House relates to the city, about Lafayette Square and its famous residents, or about other fascinating details that bring the site to life. Visitor surveys have consistently documented a need for a variety of interpretive and educational programs.

Information and interpretation in languages other than English is inadequate to meet the needs of non-English speaking visitors.

The White House is among the most widely recognized and meaningful of contemporary American symbols; it is both a cultural icon and a site with unusual symbolic significance. Yet not all Americans respond to and interact with the White House in the same way. The perceptions of many segments of American society about the White House have not been fully researched, making it difficult to offer programs that would be appealing and accessible to the full diversity of Americans.

White House Tours

Tuesday through Saturday the White House is open for congressional tours (7:45 to 9:45 A.M.) and public tours (10 A.M. to noon). Ticketing procedures are cumbersome, with visitors having to line up and wait for tickets on the morning of the tour day. Visitors who are unaware of tour ticketing procedures may not have enough time or be able to adjust their schedules to take a tour. Families and groups wanting to visit multiple sites in Washington must often split up in order to wait for tickets at various sites.

Large numbers of visitors, particularly during spring and summer, overextend the White House tour process, resulting in the inefficient movement of people and not accommodating all the visitors. For people not able to take a tour, the visitor center provides limited exhibits to learn about the White House. Some visitors feel that the tour is not a quality experience for various reasons.

Tour procedures, including what areas are open to the public, are not clearly explained

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Visitor Use and Services

Visitors gather at the south fenceline, next to E Street, to view the White House and take pictures.

Visitors on public tours have few opportunities to pause and enjoy a longer look at state rooms in the White House.

Pedestrian movements are hampered by private vehicles and tour buses parked south of East Executive Park.

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beforehand. If personal items must be left behind, there are no secure places to store them. Many people on public tours feel they are hurried through the White House. The areas where people can go in the White House may not give visitors a sense of being in the home and office of the president because little is on display that provides a personal connection with the first family, and there are limited opportunities to get a behind-the-scenes look at the White House.

Site Amenities

Amenities such as restrooms, drinking fountains, and shaded waiting areas for people taking White House tours are inadequate. While tour tickets are handed out at the visitor center, visitors must regularly wait outdoors, in all kinds of weather, to start the tours.

Public Recreation

Although recreational activities are important uses of President's Park, some activities may not be appropriate to the site character, resource protection, or the visitor experience. Activities that require permanent infrastructure or impede other passive uses may cause conflicts with the site's ceremonial purpose.

Special Events

Special events include functions such as the annual Easter egg roll, the lighting of the National Christmas Tree and attendant programs during the holiday season (known as the Pageant of Peace), presidential inaugural parades, and demonstrations and marches attended by hundreds of thousands of people. Frequently, more people show up for special public events at the White House or on the grounds than can be accommodated smoothly, resulting in long lines as people wait to enter.

Facilities and infrastructure, such as restrooms, drinking water, and utilities, are inadequate to support needs at well-attended events. Temporary facilities are often visually intrusive and aged.

The types of events that are appropriate on the Ellipse have never been defined. As a result, there are major issues related to resource management (resource degradation, site character, operations and maintenance concerns) and transportation (restricted traffic flows and communication problems).

Transportation

Access and Circulation

Visitors do not have access to transportation services, such as shuttles, that provide access between outlying parking areas and the Monumental Core, including President's Park.

Automobile traffic constitutes the single most detrimental effect on President's Park and its resources. Traffic flows on E Street bisect the site, and any restrictions or changes in circulation patterns or traffic flow cause problems throughout the area. Also, actions in other parts of the District can affect operations at President's Park in ways that cannot be addressed without the cooperation of all metropolitan administrative entities.

Streets in and adjacent to the study area regularly operate at and above capacity levels.

Special Events

Impacts to the Ellipse area from the Pageant of Peace are still visible at the Easter egg roll. Turf damage from the underground steamline is also visible.

Transportation

During helicopter landings and other occasions on the south lawn, E Street is closed to vehicular traffic. (The fencing in the foreground is for a special event on the Ellipse.)

Visitors on public tours of the White House cross at crosswalks. The volume of traffic and pedestrian use frequently causes congestion and safety concerns.

Site Management and Operations

Maintenance operations on the Ellipse increase after large demonstrations or special events.

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Activities that often cause traffic delays include tour buses picking up and dropping off passengers, demonstrations, special events, official functions, and the arrivals and departures of the president and dignitaries. Delivery trucks servicing vendors on 15th and 17th Streets double park, often forcing vehicles into oncoming traffic.

During special events information is not always exchanged between agencies or shared with the public about route closures and alternate routes. In addition, the traffic signal system is not programmed to reflect temporary street closures or detours, which compounds traffic problems. Any restrictions to the street network in the study area could increase congestion, at least in the short-term.

Pedestrians, vehicles, and bicyclists intermingle throughout the study area. Heavy vehicular traffic on E Street creates safety problems for pedestrians, particularly as visitors make their way to the White House for tours. Visitors and employees have similar problems crossing 15th and 17th Streets between President's Park and adjacent buildings, particularly the White House visitor center.

Parked vehicles and tour buses restrict the movement of pedestrians, particularly when they block handicap ramps and crosswalks, as well as blocking fire hydrant access, causing safety hazards and limiting sight distances. In addition, Tourmobile movements on the Ellipse are restricted or service is delayed because of vehicular congestion and parked cars, particularly during staff shift turnovers and special events.

Parking

Private vehicle parking for visitors and employees is limited throughout the study area. Tour buses waiting for their passengers frequently double park, blocking vehicular access and parking spaces along 15th Street, Constitution Avenue, and H Street. Both tour bus and taxi drivers are frustrated by the lack of dropoff and pickup points for White House visitors.

Site Management and Operations

Inadequate maintenance storage and equipment, insufficient staff facilities, limited budgets, and other conditions impede efficient long-term and day-to-day maintenance operations. As a result, President's Park is not always properly maintained. Indicators of poor maintenance and overuse, such as damaged turf, are seen on the Ellipse after special events.

Daily maintenance operations at the White House and President's Park are frequently interrupted by preparations for unplanned events and security needs. The current approach is to shift staff from their programmed work to the installation of physical security barriers or to provide legally required services associated with First Amendment demonstrations. Currently, there is no efficient way to meet unplanned security or demonstration needs while simultaneously meeting maintenance and visitor service needs so that a basic level of routine operations can be provided while still responding to the unique demands of the site.

Various agencies have responsibilities in the study area for law enforcement, maintenance, security, operations, and permits. While some improvements have been made to clarify jurisdictions and responsibilities, the law enforcement and security environment remains complex.

Utilities are poorly located, worn out, and inadequate for special events, as well as daily operations.

Irrigation systems for the White House and President's Park are out of date; an irrigation system for the Ellipse has never been installed. The result is inefficient water usage and higher operations costs.

A variety of street and sidewalk vendors conduct business in and around the study area, causing health, maintenance, and law enforcement problems, access and circulation difficulties, and changes in site character.

Concerns and Issues Eliminated from Consideration

The following concerns and issues were raised during scoping, were evaluated, and were eliminated from further consideration, as described below.

- *The location of memorials within President's Park* — Because most memorials in the study area were the result of congressional legislation, this issue is beyond the scope of this document. Amending legislation would be required to relocate or remove these memorials.
- *The presence of long-term First Amendment demonstrators in Lafayette Park* — For some visitors and workers the presence of First Amendment demonstrators creates the impression that the area is not well maintained. The rights of First Amendment demonstrators are outlined and protected by federal and D.C. regulations and have been tested in court. Long-term protestors abiding by NPS regulations will be permitted to remain.

RELATIONSHIP OF THIS DOCUMENT TO OTHER PLANS AND EFFORTS

Various plans for Washington, D.C., or for specific aspects of the city are in progress or are already guiding the outcome of other planning initiatives, including the alternatives considered in this document. The major elements of these plans, as they relate to the comprehensive design plan, are discussed below. The alternatives discussed in this document are generally in concurrence with the goals and objectives of these plans. Specific areas of concurrence or discrepancy are addressed in the "Environmental Consequences" section.

Washington, D.C., Plans

The Comprehensive Plan for the National Capital

The 1984 *Comprehensive Plan for the National Capital* is comprised of a series of elements, or policies, that have been adopted by the District of Columbia government, the Council of the District of Columbia, and the National Capital Planning Commission (NCPC) to guide the District's long-term development. The plan includes both District of Columbia elements (adopted by the D.C. government) and federal elements (adopted by the National Capital Planning Commission). The elements most relevant to the comprehensive design plan are listed below.

District of Columbia Elements

Economic Development. Section 206 — "Policies in Support of the District Promotion Objective"

> (10) Support the enhancement of visitor services in Downtown near the monumental core, including the traditional forms of service and information on recreation, hotels, restaurants, nightclubs, historic resources, and shopping facilities in Downtown and other special areas of the District.

Environmental Protection. Section 404 — "Policies in Support of the Improving Water Quality Objective"

> (2) Minimize overflows of untreated sewage from the combined sewerage system.

Section 406 — "Policies in Support of the Improving of Air Quality Objective"

> (3) Promote land use patterns and transportation services which decrease reliance on automobiles for commuting and other routine trips.

Transportation. Section 505 — "Policies in Support of the Use of Mass Transit Objective"

> (5) Supplement basic public transit services with shuttle and minibuses, and increase the effectiveness of mass transit service, particularly to support tourism and to provide service for transit-dependent groups, including the elderly, the handicapped, and residents of isolated areas.

Section 508 — "Policies in Support of the Private Passenger Automobile Objective"

> (3) Promote the use of alternatives to the private passenger automobile, including bicycling and walking, and provide additional pedestrian and bike facilities in conformance with the Bicycle Transportation Plan and Program for the District of Columbia.

Urban Design. Section 718 — "Policies in Support of the Streetscape Objective"

> (2) Reduce conflicts between pedestrians and vehicular traffic in order to increase pedestrian safety and comfort.
>
> (5) Encourage the use of public space for arts and cultural activity.
>
> (6) Provide opportunities for appropriate location in the public space of aesthetically appealing vending and programmed activities.

Preservation and Historic Features. Section 807 — "Specific Policies for Protection and Enhancement of Historic Properties"

> (a) Every effort should be made to provide for continued, appropriate use of all Historic Properties.
>
> (b) The distinguishing qualities of character of Historic Landscapes should be protected and enhanced.
>
> (c) Every effort should be made to minimize the adverse visual, physical, and noise impacts of motorized vehicles on Historic property.
>
> (g) Publicly owned Historic Landscapes and historic open spaces . . . should be protected from unrelated and unnecessary construction that would adversely affect their integrity.
>
> (q) Archeological resources should be retained intact, where feasible. If preservation in place is not feasible or data anticipated to be recovered is judged to be of such significance that excavation is justified, the area of destruction, alteration or disturbance of a recognized archeological resource should be minimized and findings should be documented.

Section 809 — "Policies for Special Streets and Places" (President's Park has been identified as a special place)

> (c) Existing special places should be protected, enhanced and strengthened. . . . Historic plans and their underlying principles should be used for guidance in planning major improvements. Civic art should be used to enrich such places and to establish their identity and image.
>
> (g) Pedestrian usage of Special Streets and Places should be encouraged by emphasizing extra widths and other special amenities of sidewalks, where feasible. Areas should be provided for various types of leisure time activities as appropriate.
>
> (h) Landscape treatment of Special Streets and Places should supplement and reinforce the Green City or "city in a park" character fostered by the National Capital's natural features, parks, public buildings, monuments, and memorials. High priority should be given to continuing maintenance and supplementing existing street trees and providing trees and plantings as appropriate in Special Places.

Federal Elements

Federal Facilities. "General Policies"

> 1. All major Federal Facilities in the Region should have a Master Plan to guide their long-range development consistent with the Comprehensive Plan in order to promote effective use of Federal property.

"Federal Parking Policies"

> 1. Parking at Federal Facilities for Federal employees and visitors should be provided and managed at a level that maximizes the

use of public transportation and high-occupancy vehicles.

4. In the Central Employment area, parking ratios should not exceed one space for five employees (1:5). Federal employee parking should be provided only to the extent that employees' needs cannot be served by public transit or commercial parking. Parking requirements will vary by site and should be established by technical analysis of site characteristics and location.

Parks, Open Space, and Natural Features. "Monumental and Decorative Areas and Parks"

2. The Mall Complex should primarily serve as a formal setting for the Capitol, the White House, the Washington Monument, the Lincoln Memorial, the Jefferson Memorial and the Tidal Basin and should be maintained as a large landscaped open area. It should also serve the passive/leisure and active recreational needs of visitors, as well as residents, to the extent that its primary purpose is not compromised.

5. Park areas like Farragut Square, McPherson Square, Dupont Circle, Franklin Square, Lafayette Park, and Pershing Park should continue to serve their primary function as decorative landscaped areas and settings for fountains, monuments, memorials, and other features of civic art adding visual amenity to the city. Additionally, these parks should provide areas for cultural activities, organized gatherings, and lunchtime picnics by providing and maintaining open lawn areas and benches.

Visitors to the National Capital. "Visitor Information"

2. Provide multilingual signs, brochures, maps and other literature for non-English speaking visitors as well as tour services and personnel to increase their understanding and enjoyment of their visit.

5. Establish informational kiosks to provide information to visitors, either electronically or by other means, . . . at strategic locations throughout the Monumental Core.

8. Prepare and provide specialized information, learning aids, and tours for specific groups visiting Federal attractions such as handicapped persons, senior citizens, school children, and foreign visitors to accommodate their special needs.

"Visitor Transportation, Circulation, and Parking"

1. Promote the use by visitors of auto and bus fringe parking areas on Federal . . . sites in the National Capital which provide convenient access to visitor attractions in cooperation with the host jurisdictions and with the Washington Metropolitan Area Transit Authority.

6. Promote the use of alternatives to the private car, such as Tourmobiles, tour buses, taxis, Metrorail and Metrobus, particularly within the Monumental Core.

"Visitor Programs and Special Events"

2. Program festivals, parades, concerts, performing and fine arts presentations, and other seasonal events throughout the year. The Independence Day celebration, Folklife Festival, military band concerts, Pageant of Peace, and Cherry Blossom Parade are examples of such special events programming.

Preservation and Historic Features. The policies identified in the federal plan are identical to those outlined on page 34 for the "District of Columbia Element." These policies were developed by a joint task force of the National Capital Planning Commission and the District of Columbia and then adopted individually by both entities.

Comprehensive Plan Amendments Act of 1989

Amendments and additions were made to the *Comprehensive Plan* in 1989. Amendments most applicable to the comprehensive design plan include goals for Ward 2, which includes the White House and President's Park.

Sec.1200.203 — "Actions in Support of Environmental Protection"

> (5) Improve natural resources planning and management within Ward 2.
>
> > (A) Encourage the Department of Recreation, working with the National Park Service, to improve existing programs that maintain and enhance Ward 2's parks and open spaces.
> >
> > (C) Ensure that street and highway planning is consistent with Federal standards for permissible levels of traffic vibration, noise, and air pollution, and that it reduces to a minimum the impact of non-local traffic on residential streets. Land use patterns and transportation planning should strive to decrease reliance on automobiles.

Sec.1200.212 — "Actions in Support of Transportation Objectives"

> (1) Increase use of public transit and taxis.
>
> (4) Provide sufficient parking in the Central Employment Area and provide adequate parking in both residential and commercial areas.
>
> (5) Increase pedestrian movement and safety and improve the pedestrian environment.
>
> > (C) Improve special connecting pedestrian routes such as . . . the Monumental Core and Downtown.

Sec. 1200.218 — "Actions in Support of Urban Design Objectives"

> (1) Enhance the special design character and improve street design standards of the street system in Ward 2.

Sec. 1200.221 — "Actions in Support of Historic Preservation and Historic Features"

> (8) To ensure uniform design and preservation standards throughout the 18 historic districts in the Ward, the D.C. Historic Preservation Review Board shall, upon request of the affected ANC [Advisory Neighborhood Commission], review all permit applications relating to new construction, alterations, and/or demolitions in such historic district without exception.

Sec. 1200.233 — "Actions in Support of Land Use Arts, Culture and Educational Use"

> (8) Encourage the federal government to develop new cultural and educational resources in the Monumental Core, with special emphasis on increased enrichment and cultural use in the Federal Triangle.

Sec. 1200.243 — "Actions in Support of the Metro Station Development Objective"

> (5) Encourage WMATA and DPW to improve information and directional signs to Metro station areas.

Comprehensive Plan Amendments Act of 1994

The *Comprehensive Plan* was amended again in 1994. Many of the changes that could potentially affect a comprehensive design plan for the White House relate to parking and transportation for visitors and commuting staff.

Sec. 405 — "Objective of Improving Air Quality"

> (7) Promote the use of alternative fuels, car pooling, mass transportation, bicycles and other means to reduce the use of automobiles and resulting air pollution.

Sec. 504 — "Policies in Support of the General Transportation Objectives"

> (3) To stimulate shopping, restaurant, and other retail activities, encourage increased, adequate short-term, on- and off-street parking to meet current and expanded needs of increased retail development while reducing traffic congestion in designated locations.

Sec. 505 — "Objectives for Use of Mass Transit"

> (3) Promote the increased use of mass transit in the District and the region by encouraging the following programs:
>
> > (E) Extensions of mass transit service, including expansion of Metrorail parking facilities and extended Metrobus/Metrorail routes and hours of operation in response to increased patronage.

Sec. 517 — "Intermodal Transportation Objective"

> The intermodal transportation facilities objective is to provide improved passenger and freight transfer services between the various transportation modes serving the District and the Washington metropolitan area in order to enhance the District's function as the region's economic hub.

Sec. 518 — "Policies in Support of the Intermodal Transportation Objective"

> (3) Develop new and improve existing pedestrian/bicycle transportation facilities providing access to intermodal transfer hubs.
>
> (4) Encourage the development of appropriate parking facilities at major intermodal transfer points.

Amendments specific to Ward 2 include the following:

Sec 1200.28 — "Actions in Support of Environmental Protection Objectives"

> (5) Improve natural resources planning and management within Ward 2 by:
>
> > (A) Encouraging the Department of Recreation, working with the National Park Service, to improve existing programs that maintain and enhance Ward 2's parks and open spaces
> >
> > (C) Ensuring that street and highway planning is consistent with federal standards for permissible levels of traffic vibration, noise, and air pollution, and that streets and highway planning reduces to a minimum the impact of nonlocal traffic on residential streets; land use patterns and transportation planning should strive to decrease reliance on automobiles.

Sec 1200.212 — "Actions in Support of Transportation Objectives"

> (1) Increase use of public transit and taxis by:
>
> > (A) Strongly encouraging WMATA to make operational improvements to the Metrorail system by extending operating hours
>
> (4) Provide sufficient parking in the Central Employment Area and provide adequate parking in both residential and commercial areas by:
>
> > (A) Requiring that the city and Downtown merchants adopt public/private parking management programs in the Central Employment Area where needed, in order to provide parking for short-term retail and business patrons

and to discourage all-day commuter parking

(B) Exploring innovative methods of providing additional parking such as leasing parking spaces at public facilities to parking operators for evening and weekend use in areas where parking is a problem, subject to the approval of the affected ANC.

Transportation Plan for the District of Columbia

The District of Columbia, like each of the 50 states, was required by the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 to prepare a comprehensive transportation plan for the next 20 years. In preparing this plan, the Department of Public Works created scenarios of future outcomes (or desired future conditions). The following transportation vision was then created:

> By 2020, the District of Columbia's transportation system will be widely viewed as one of its principal assets. Designed, built, operated, and maintained to world-class standards, the transportation system will play a major role in the City's enhanced quality of life, its attractiveness as a residential and business location, the opportunities it offers for entrepreneurship, and its position as the capital of the free world and the cultural and entertainment core of the region.

Some of the action items to fulfill this vision and that relate to the proposed comprehensive design plan for the White House and President's Park are listed below.

- Gateway Program: Twenty specific roadway entrances would welcome visitors to the nation's capital, with uniform signs displayed at all locations in the program.
- Information Centers and Interactive Information Kiosks: Information centers would be strategically placed to capture tourists as they entered the District. They would provide information on travel routes, parking locations, transit options, and bicycle and pedestrian routes, as well as tourist attractions and services, shopping, entertainment, hotels, and restaurants.
- Public Parking: The public supply of parking would be increased in conjunction with a program to provide improved intra-District and bicycle and pedestrian facilities. This "park once" concept would allow motorists to drive, find a place to park, and then travel within the District conveniently by other modes.
- Tour Bus Parking: Tour bus parking would be located within a 10- to 15-minute drive from the passenger loading/unloading areas and would each accommodate between 60 and 150 tour buses. A study of curb space usage near major tourist destinations would be performed to determine the feasibility of converting parking spaces to tour bus loading zones.
- Transit Service and Fare Structure: Passenger use of the existing transit system is hindered by limited service, particularly during non-rush hours, and by early closing times. To promote internal transit usage and reverse declining ridership trends, Metrorail and bus service hours would be extended.
- Pedestrian Corridor Development: Attractive pedestrian corridors, in conjunction with zoning changes or other incentives to encourage retail and restaurant activity, would be provided throughout the city. These corridors would connect major origins and destinations and, at a pedestrian scale, would be attractions themselves because of quality streetscapes.

Transportation Vision Plan for the Washington Region

The Metropolitan Washington Council of Governments is preparing a transportation vision plan for the greater Washington metropolitan region. A vision statement and goals for the plan were completed during 1997, with objectives and strategies to follow. The draft vision document is scheduled to be released for public comment in 1998. The vision statement is as follows:

> In the 21st century, the Washington Metropolitan Region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. It promotes the region's economy and environment, and operates in an attractive and safe setting — a system that serves everyone. The system will be fiscally sustainable, support areas of concentrated growth, manage both demand and capacity, employ the best technology, and join rail, roadway, bus, aviation, pedestrian and bicycle facilities into a fully interconnected network.

Long-Range Transportation Plan

The *Long-Range Transportation Plan for the National Capital Region* sets out the studies, actions, strategies, and improvements that the region proposes to implement by the year 2020 (National Capital Region Transportation Planning Board 1994a). Several transportation elements being considered in alternatives discussed in this *Draft Environmental Impact Statement* promote the following specific strategies or objectives identified in the region's plan.

- Objective A.3: Encourage "pedestrian-, bicycle-, and transit-friendly" site designs at regional and sub-regional centers.
- Objective B.1: Develop and implement regional bicycle and pedestrian facilities to promote walking and bicycle use as a means of transportation.
- Objective F.5: Improve pedestrian and bicycle access to the transit system.
- Objective F.9: Manage the supply of parking to support development and environmental objectives and to encourage high-occupancy travel.

Extending the Legacy: Planning America's Capital for the 21st Century

In 1996 the National Capital Planning Commission released *Extending the Legacy*, a draft of a new plan for Washington's Monumental Core. The plan addresses what the city should be like in the next 50 to 100 years.

The general objective of the plan is to preserve and enhance Washington's Monumental Core, which extends from the Capitol to the Lincoln Memorial and Arlington Cemetery, and from the White House to the Potomac and Anacostia Rivers. The plan highlights the following five key ideas:

> (1) Building on the legacy of the historic L'Enfant and McMillan plans, which are the foundation of modern Washington.
>
> (2) Unifying the city and the Core, with the Capitol as the center.
>
> (3) Using new memorials, museums and other public buildings to stimulate economic development.
>
> (4) Integrating the Potomac and Anacostia Rivers into the city's public life, and protecting the Mall and its historic landscape from future building.
>
> (5) Developing a comprehensive, flexible and convenient transportation system that eliminates barriers and eases movement within the city.

Transportation concepts in the plan have been integrated into the alternatives considered in this document. Both plans refer to staging visitors outside the Monumental Core area and using systems such as the Metro and visitor shuttles to transport visitors to the Monumental Core and White House.

The plan identifies E Street as a secondary connector in a new roadway network. The Kennedy Center would be rejoined with the city through a landscaped E Street extending from a plaza at the Kennedy Center to President's Park.

NPS Plans and Initiatives

Memorial Core Draft Transportation Study

In 1990 a multi-agency work group was formed to address future transportation needs and infrastructure conditions within the Memorial Core area, which is defined as the central portion of the Monumental Core (the Washington Monument grounds, Constitution Gardens and the Reflecting Pool, East and West Potomac Parks). Annual visitation in this area is expected to grow from more than 20 million persons currently to 65 million by the middle of the next century, necessitating the improvement of access and transportation corridors. The draft study examines a visitor shuttle and various routes that would also provide interpretive messages (BRW 1994a). One alternative route would circulate up 15th Street for individuals visiting the White House visitor center or taking the White House tour.

Development Concept Plan for the Washington Monument Grounds

A *Development Concept Plan* for the future design and development of the Washington Monument area (Constitution Avenue to Independence Avenue, and 14th Street to 17th Street) was approved in 1995. This plan addresses future visitor use and services, transportation, and resource management at the site. Major actions include realigning 15th Street along with the Madison and Jefferson Drive connections to 15th Street (implemented in 1996), removing the short-term parking area at 16th Street and Constitution Avenue, realigning the walkways on the monument grounds, relocating visitor service facilities away from the monument lodge on 15th Street, regrading the grounds to provide access for persons with disabilities, relocating the lighting system for the monument, renovating the plaza at the base of the monument, and constructing a belowgrade visitor center.

Pennsylvania Avenue at the White House

In May 1995 public vehicular traffic on Pennsylvania Avenue between 15th and 17th Streets was restricted by the U.S. Department of the Treasury for security reasons. Subsequently, the National Park Service was asked to coordinate the development of long-term plans to improve the appearance of this area. The resulting design would need to

- restrict public vehicular traffic while maintaining access for official government uses, such as motorcades and diplomatic arrivals
- accommodate inaugural parades, requiring a 60′ width

In October 1995 the National Park Service started gathering ideas for a redesign and working with the public, design professionals, and other agencies and interests to develop a range of design alternatives. An *Environmental Assessment for the Long-term Design*, which presented five alternatives, including a preferred alternative, was released for public comment in May 1996, and public meetings were held in Washington, D.C. Further work on a long-term design has been delayed until all required approvals can be obtained and funding has been authorized.

The Pennsylvania Avenue design project, when completed, will address the surface area of Pennsylvania Avenue and immediately adjacent areas. The comprehensive design plan for the White House and President's Park will address logistical and support services, including some underground facilities for Pennsylvania Avenue.

The Greening of the White House

A specific conservation program, known as "The Greening of the White House," was initiated in 1993. This is a comprehensive, multiyear project designed to promote energy efficiency and to serve as a nationwide example of environmental responsibility. The project highlights what measures homeowners and businesses can take to benefit the environment, save money, and improve the comfort of their environments by setting an example for using such measures at the White House.

Following energy and environmental audits by an interagency team, a multidisciplinary volunteer team of the nation's leading experts in architecture, engineering, building operations, and environmental concerns formulated proposals for the White House complex. Programs that have been affected by this initiative include the replacement of the White House heating, ventilating, and air conditioning system with a state-of-the-art, high-efficiency, non-CFC based system; the replacement of interior and exterior lights with high-efficiency lighting; the installation of double glazing on windows where possible; the recycling of solid wastes; the installation of water-conserving fixtures; landscape irrigation in early morning hours to reduce transpiration loss; and the composting of green landscape wastes.

Southside Barrier Replacement, Sherman Park / First Division Monument

An August 1997 *Environmental Assessment* analyzed designs for replacing the concrete barriers along the 15th and E Street sides of Sherman Park and along the 17th and E Street sides of the First Division Monument. The purpose of the action is to provide security for the White House, Old Executive Office Building, and the main Treasury Building; to improve the appearance of the areas closed to public vehicular traffic; and to maintain vehicular access for official government uses, such as motorcades and diplomatic arrivals.

The proposed action would integrate newly designed granite walls and steel bollards into the existing landscape and give both Sherman Park and First Division a more finished appearance. An amendment to the *Environmental Assessment* (NPS 1998b) considers the addition of gatehouses on Hamilton and State Places and on the eastern and western portions of South Executive Avenue, and the realignment of a short access road from E Street to South Executive Avenue along the eastern edge of First Division Monument. These actions are based on the *Design Guidelines* for President's Park, and they are compatible with new facilities and elements proposed in the alternatives considered in this plan.

Northside Barrier Replacement, Lafayette Park

A February 1998 *Environmental Assessment* was prepared to analyze designs for permanent bollards to replace the temporary concrete barriers that were put along the north side of Lafayette Park in May 1995. This action is expected to enhance pedestrian accessibility to Lafayette Park and to improve the appearance of the park and its immediate surroundings. The proposed action is compatible with new facilities and elements proposed in this document and the *Design Guidelines*.

Other Federal Plans

Streetscape Manual

The 1993 *Streetscape Manual* was an interagency initiative to provide guidelines for the coordinated and consistent streetscape treatment of roadways in the vicinity of the National Mall (District of Columbia et al. 1993).

Vehicular Traffic Restrictions on Pennsylvania Avenue

After the restriction of public vehicular traffic on Pennsylvania Avenue on May 20, 1995, by the U.S. Treasury Department, the Federal Highway Administration worked with local officials to review the economic, traffic, and other impacts. The U.S. Treasury Department and the Federal Highway Administration coordinated environmental compliance for that action. The completed traffic analysis is summarized in a report released in May 1997 (FHWA 1997). Much of the traffic data collected for and presented in that report has been used in this *Comprehensive Design Plan and Draft Environmental Impact Statement*. The impacts of the restrictions are presented in an *Environmental Assessment: Implementation of the White House Security Review — Vehicular Traffic Restriction Recommendations* (U.S. Department of the Treasury 1997).

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OVERVIEW OF ALTERNATIVES

The proposed plan, a no-action alternative, and three additional alternatives are considered in this *Draft Environmental Impact Statement*. Each alternative looks at different ways to balance the demands of today's presidency, the right of public access to the White House, and the need to preserve this historic structure and its surrounding landscape. Many of the proposed options achieve the vision for President's Park; however, other options represent compromises that best meet multiple agency and public needs.

The general direction, context, and types of actions considered in the alternatives are based on the statements of purpose and significance, desired futures, and the planning issues and concerns that were described beginning on page 12. In addition, planning assumptions and program requirements identified specific objectives that must be accomplished to support the many functions within President's Park and the White House. In some cases, these assumptions and requirements limited the range of viable options.

On May 20, 1995, the U.S. Department of the Treasury restricted public vehicular traffic on Pennsylvania Avenue and several other city streets and park roads. These changes have been incorporated as part of the existing conditions for the purposes of this document.

Alternatives 1 through 3 were shared with the public at forums at the White House visitor center during the spring of 1995. Following the public review, additional information was collected to determine the feasibility or suitability of some options proposed within these alternatives. In accordance with the National Environmental Policy Act, the proposed plan is the proposed action, and a no-action alternative is presented as a baseline for analyzing the environmental consequences associated with implementing each alternative.

Mitigating measures that would be incorporated into each alternative are discussed beginning on page 95. Options that were eliminated from further consideration are discussed beginning on page 97. A comparison of the main elements of each alternative is shown in table 1 at the end of this part (page 102); a comparison of impacts is presented in table 2 (page 112).

Cost estimates for each alternative (other than no action) are included in appendix E. Not all costs would be borne by the federal government, and funds to implement certain proposals, such as the news media facility, the visitor center, and pedestrian corridors, could be contributed from nonfederal sources.

* * *

PLANNING ASSUMPTIONS

The following planning assumptions form the framework for all future actions at the White House and President's Park. These assumptions are based on guidance by the Executive Committee, and they establish the parameters for what the alternatives consider. Design criteria under each alternative (for example, the number of staff parking spaces, storage requirements, and space requirements for the visitor center) are listed in appendix E.

Comprehensive Design

Future designs and actions on the White House grounds and within President's Park will respect the significant elements of past landscape designs, including the L'Enfant, Downing, McMillan, and Olmsted plans. Elements may be carefully redesigned to serve modern functions, but their original context will be preserved. The vistas, viewsheds, buildings, roadway and walkway systems, fencelines, plantings, and all other elements that combine to create a ceremonial landscape for state functions will be respected in the design and construction of new facilities. President's Park will continue to be an open area that is visually linked to the National Mall; the traditional vistas to and from the north and south will be maintained. No new surface facilities will be constructed within primary and secondary views within President's Park.*

Facilities and maintenance operations will reflect the dignity, significance, and history of the site and the presidency.

Design guidelines for architecture, landscape architecture, design elements, signs, and temporary facilities will be followed. Quality materials will be used to reflect the importance and dignity of the White House.

Any proposals for Lafayette Park will be considered as part of a long-term design for Pennsylvania Avenue (see page 48).

Resource Conservation and Management

The cultural and natural resources of the White House and President's Park will continue to receive high quality care and protection. Present uses of the White House collection will continue within the Executive Residence.

All cultural resource programs currently managed by various federal agencies having jurisdiction at the White House and President's Park will continue to be administered by the respective agencies. The National Park Service will cooperate with these various agencies to foster the exchange of information and the development of cooperative approaches and programs for resource protection.

All memorials established by legislation will be retained. No new memorials will be encouraged.

All programs and facilities will be designed and managed in an environmentally sound manner.

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* Primary views are those seen from principal paths, streets, and observation points located along the main axes of the park landscape. These views may be terminated within the park by architectural monuments and elevations or by historic park topography and vegetation; outside the park they may be terminated by distant views of architectural landmarks or by topography and vegetation.

Secondary views are those seen from paths, streets, and observation points not on the main park landscape axes. These views also may be terminated inside or outside the park by historic architecture or vegetation.

Home and Office of the President

Executive Residence

The White House will continue to serve as the executive residence of the president of the United States. The plan will not address the residential areas on the second and third floors of the White House.

Official functions will continue to be held at the White House and on its grounds.

Vehicular arrivals and departures by the president and official visitors will continue at multiple entry and exit points. The south lawn of the White House and on occasion the Ellipse will be used for air transport.

Safety and security for the president and the first family will be maintained and not compromised. Business visitors, guests for official functions, and staff will be cleared at entrances that are convenient to their meetings or events, or their workplaces.

West Executive Avenue will continue to be within the secured portion of the White House complex and closed to public pedestrian traffic.

New utility systems will be energy efficient, environmentally sensitive, and easy to maintain and upgrade.

Executive Office Support Services

The White House will continue to serve as the president's official office.

Multiple points of access into the White House complex will continue to be available for all presidential guests and visitors.

Space for essential White House administrative and operational functions will be provided within or adjacent to the White House; existing spaces within President's Park may be used.

Staff parking on the Ellipse and adjacent roadways, East Executive Park, West Executive Avenue, and Hamilton, State, Jackson, and Madison Places will be provided elsewhere in order to improve aesthetics and to reestablish the dignity and character of the site. Replacement parking within easy access of the White House will be provided.

News Media Facilities

Facilities will be provided for the news media to maintain direct access to the press secretary and the press staff. Such facilities are in the long tradition of chief executives providing space for the news media so they can provide coverage of, and maintain proximity to, the operations of the Office of the President.

Visitor Use and Services

The White House and President's Park are integral to the total visitor experience of Washington, D.C.

The White House will continue to be open to the general public on a regular basis free of charge. The present White House tour will not change dramatically and will continue to feature rooms on the ground and state floors. Because access to the White House is the most important objective of most visitors to President's Park, this experience will be made as pleasant and convenient as possible.

To ensure adequate visitor orientation to the White House and President's Park and to provide ticketing and staging for White House tours, a White House visitor center and museum will be provided within easy access of the White House.

Special Events

Special events of varying size, intensity, and significance will continue in President's Park, as well as on the White House grounds.

All First Amendment activities will be accommodated in compliance with current law.

Transportation

Access, Circulation, and Parking

The National Park Service will enter into discussions with local and regional planning agencies to address traffic concerns in the Washington, D.C., downtown area in a comprehensive fashion while ensuring the protection and preservation of national resources as represented by the White House and President's Park.

Access to the White House and President's Park will be maintained for operational support and emergency vehicles.

Madison, Jackson, State, and Hamilton Places will remain restricted to public vehicular traffic and will become pedestrian-oriented streets.

No vehicle parking will be provided on Jackson, Madison, State, or Hamilton Place; on the Ellipse roadways; or along the curb lanes surrounding President's Park (15th Street, 17th Street, Constitution Avenue, and H Street).

A future long-term design for Pennsylvania Avenue, as well as Lafayette Park, will be considered in a separate planning document.

Mass Transit

The use of mass transit by visitors and staff will be actively encouraged through policy and design. Agencies will work with the Washington Metropolitan Area Transit Authority to promote staff and visitor use of mass transit.

Site Management and Operations

The White House and President's Park will continue to be managed through interagency cooperation. All buildings and grounds within the White House complex will be managed by the responsible agency or through interagency agreements.

Sites or structures outside the boundaries of President's Park may have to be used in order to meet needs identified in the plan.

Homeless Individuals

The presence of homeless individuals in public parks is an urban problem. Some are there as a result of circumstances beyond their control, some are there by choice, and still others are there because of physical or mental disabilities. The presence of homeless people is perceived as incongruous with the expected dignity of the site, and local workers and visitors sometimes see these individuals as threatening or disturbing. The safety of homeless individuals themselves is often at risk duimg poor weather and at night when they are subject to victimization by unscrupulous persons.

To help address the plight of homeless citizens within President's Park, the National Park Service, as one of the federal administrators and stewards of the site, will initiate discussions with the District of Columbia, religious and charitable groups, and the homeless people who inhabit the site to find ways to ensure the safety of all citizens and also to help protect and conserve park resources for the benefit of all the nation's citizens.

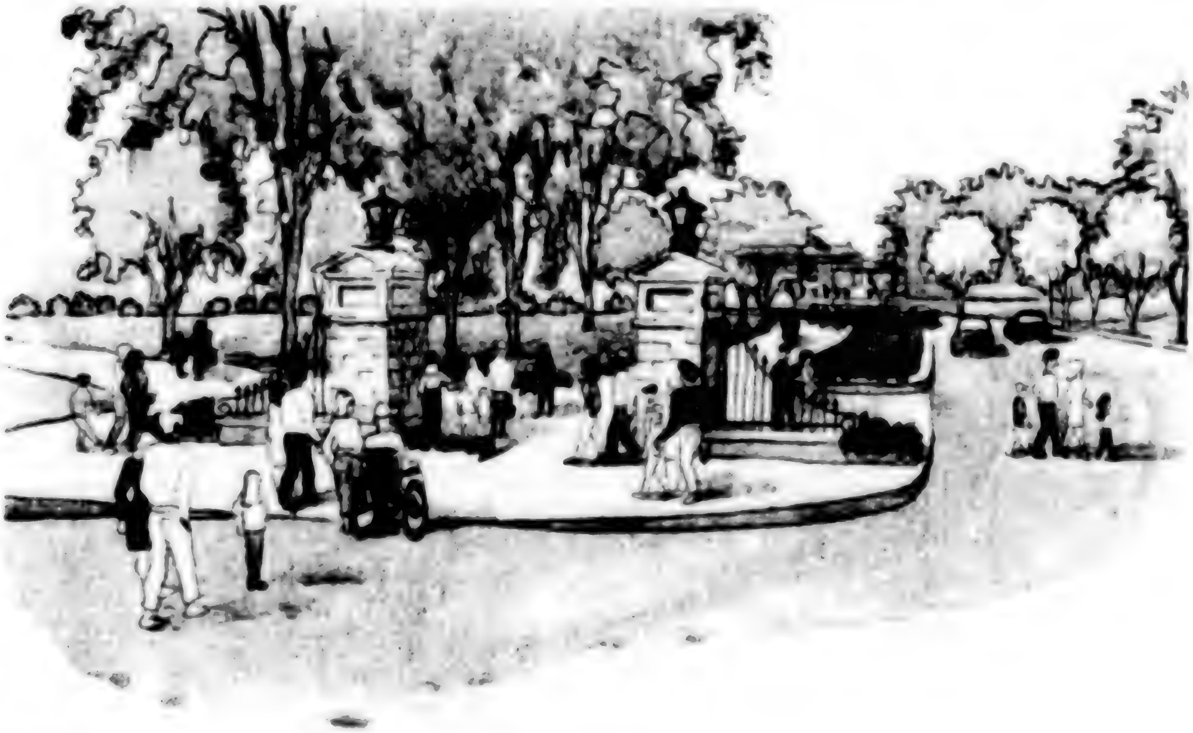
PROPOSED PLAN

The proposed plan for the White House and President's Park includes those actions that would best meet the needs of the Executive Residence, the Office of the President, the multiple agencies involved in stewardship or management roles within the study area, and visitors. It would also provide for the protection of important cultural and natural resources. The plan includes elements from all the other alternatives, which were initially presented to the public in a newsletter during the spring of 1995.

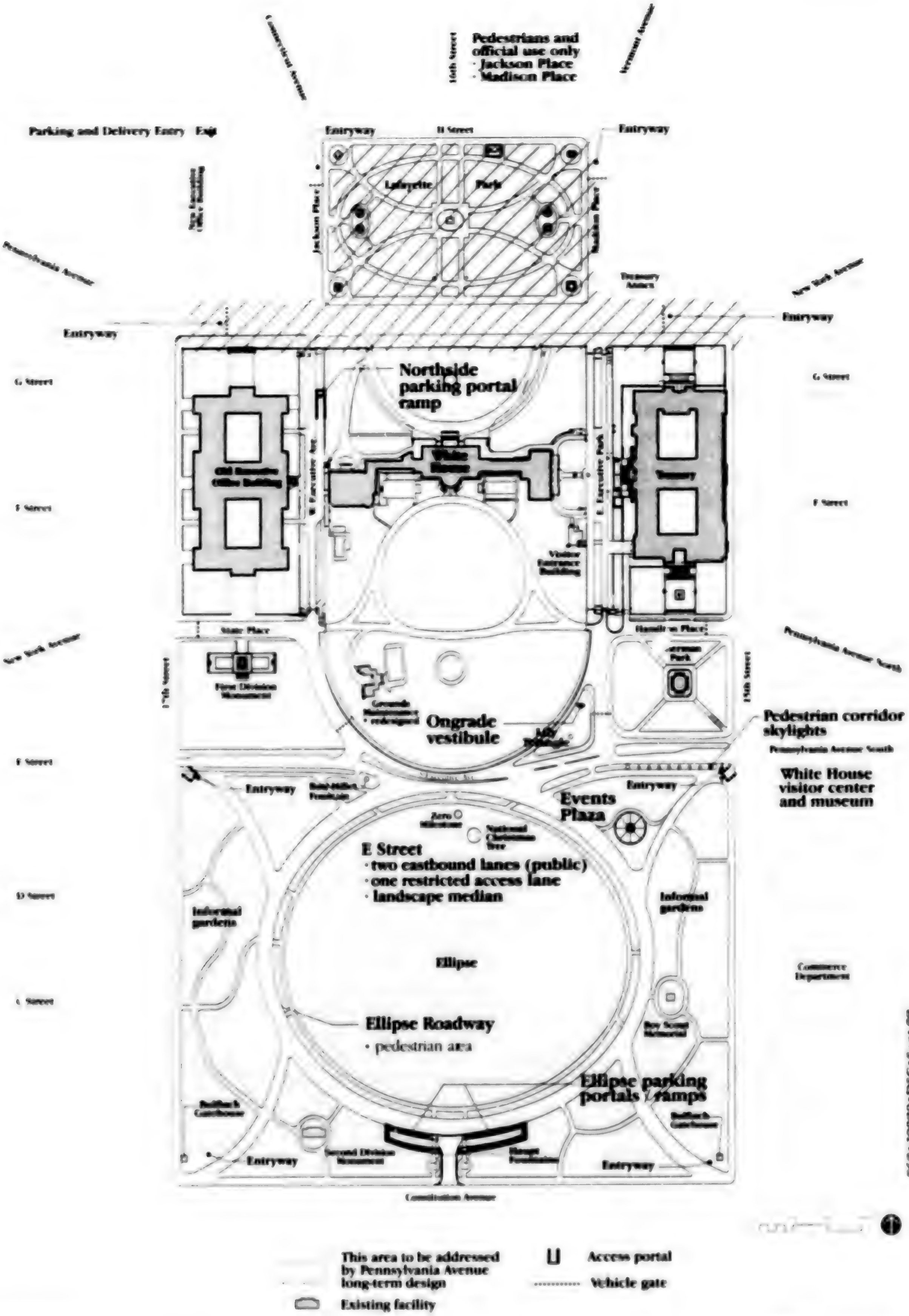
Comprehensive Design

The historic elements and character of President's Park and the White House, including roadways, boulevards, and walkways, would continue to be respected. This area would still serve as a ceremonial landscape for state events.

President's Park would become a pedestrian-oriented space. While pedestrians could enter from any point around the site, entryways would be created at intersections with the highest pedestrian volumes. These entryways would signify to visitors that they are coming into a special place. Eight entryways would be provided — along H Street at Jackson and Madison Places, and at 15th and 17th Streets at Pennsylvania Avenue, E Street, and Constitution Avenue. (Entryways on H Street and Pennsylvania Avenue would be considered as



Pedestrian Entryways



Aboveground

Proposed Plan

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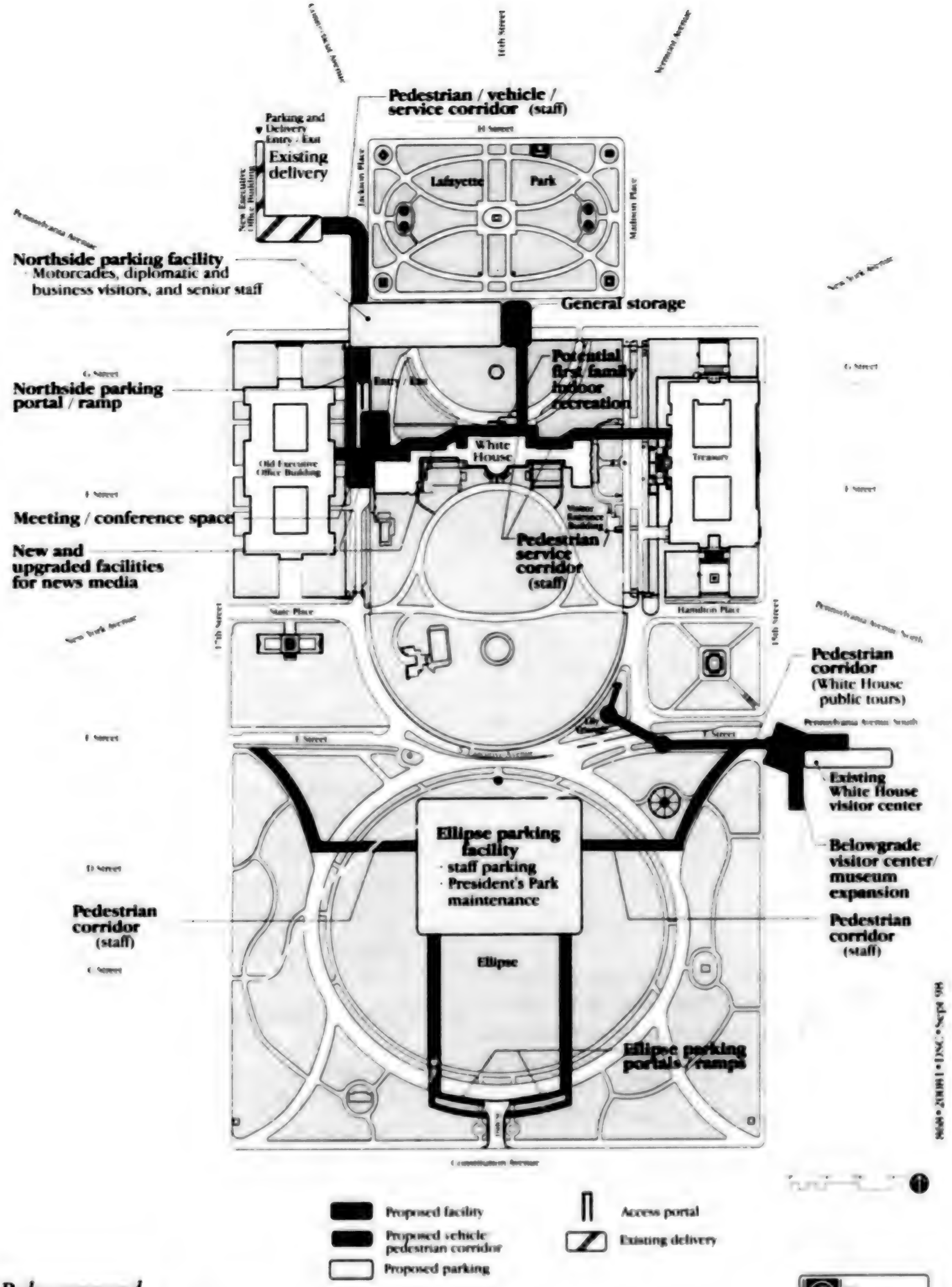
The Comprehensive Design Plan for the White House


Connecticut Avenue
16th Street
Vermont Avenue
Pedestrian / vehicle / service corridor (staff)
Parking and Delivery Entry / Exit
Existing delivery
New Executive Office Building
H Street
Jackson Place
Lafayette Park
Madison Place
Pennsylvania Avenue
Northside parking facility
· Motorcades, diplomatic and business visitors, and senior staff
General storage
New York Avenue
G Street
Northside parking portal / ramp
Entry / Exit
Potential first family indoor recreation
White House
Old Executive Office Building
Treasury
G Street
F Street
F Street
Meeting / conference space
Visitor Entrance Building
Pedestrian / service corridor (staff)
New and upgraded facilities for news media
New York Avenue
17th Street
State Place
Hamilton Place
15th Street
Pennsylvania Avenue South
Pedestrian corridor (White House public tours)
Pennsylvania Avenue South
E Street
E Street
E Street
Existing White House visitor center
Belowgrade visitor center/ museum expansion
Ellipse parking facility
· staff parking
· President's Park maintenance
D Street
Pedestrian corridor (staff)
Pedestrian corridor (staff)
C Street
Ellipse
Ellipse parking portals / ramps
Constitution Avenue
Proposed facility
Proposed vehicle pedestrian corridor
Proposed parking
Access portal
Existing delivery

Belowground

Proposed Plan

The Comprehensive Design Plan for the White House

United States Department of the Interior / National Park Service

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part of the long-term design plan for the avenue.) The entryways along E Street would be designed to harmonize with the surrounding architectural and site vocabulary, with particular attention to scale and materials. The entryways along Constitution Avenue would incorporate the Bulfinch gatehouses. All entryways would be designed in accordance with the *Design Guidelines*.

Two objectives were considered in locating all proposed facilities:

(1) Where possible, use existing buildings (if they meet desired future conditions and program requirements) in order to protect resources, enhance the site character, and minimize new development.

(2) Where new facilities are needed, relocate as many functions as possible to new underground structures to minimize any new intrusions on the surface; optimize the use of new facilities in order to avoid the creation of numerous small facilities and increased costs.

To meet the requirements of the Executive Office of the President, underground facilities for meeting and conference space, media facilities, parking and storage would be provided in and near the White House complex.

The White House visitor center would be expanded beneath Baldrige Hall in the Commerce Building. New theaters, a museum, and exhibit and educational program areas would be provided. Visitors would use a naturally lighted, belowground corridor from the visitor center to the sidewalk along the east side of the White House grounds.

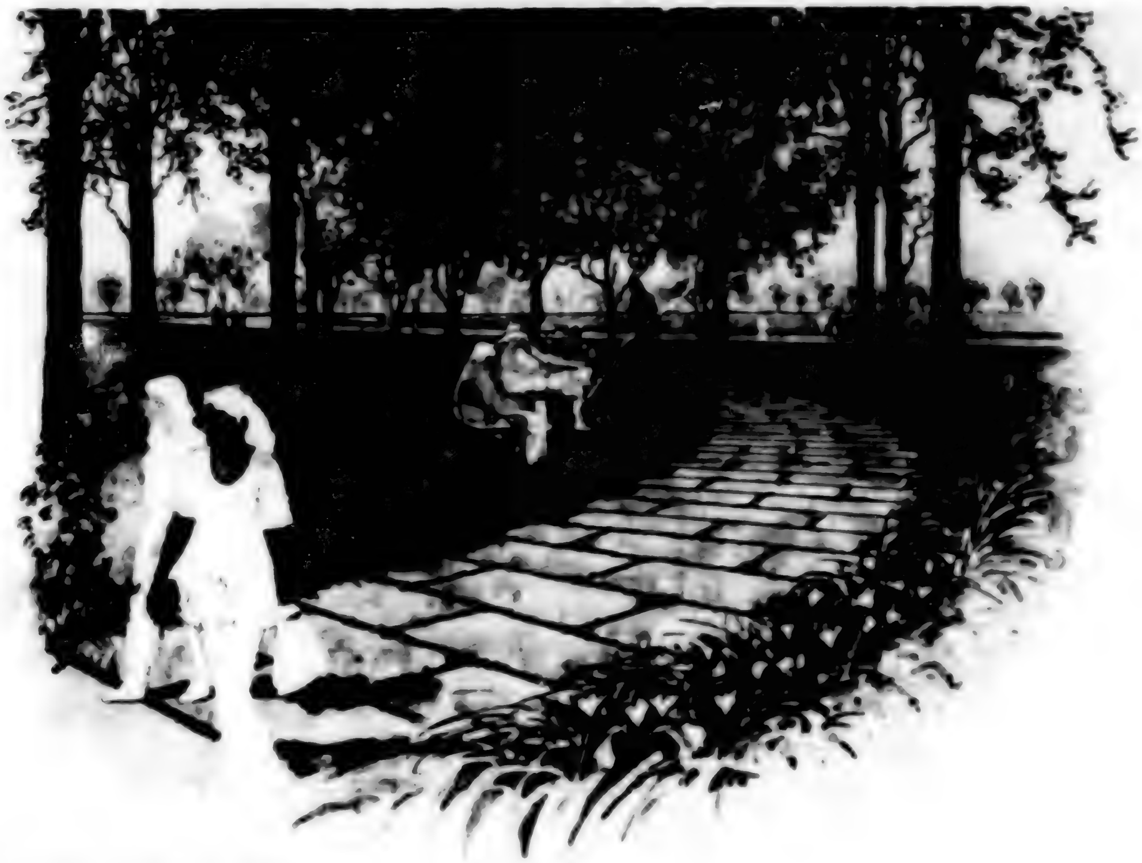
The roadways on the Ellipse would be closed to vehicular traffic except for access by emergency and authorized traffic. While the historic configuration and character of the roadways would be retained, they would be used as wide pedestrian paths to provide access to adjacent gardens and meandering paths. In accordance with the *Design Guidelines*, a combination of aesthetically pleasing materials would be used to replace the asphalt in the Ellipse roadways. The chosen materials would be consistent with other design elements throughout President's Park.

E Street would be retained as a two-lane, eastbound street. The median between the restricted access and public use lanes would be landscaped to create a more parklike setting.

Resource Conservation and Management

A cooperative program to encourage the stewardship and management of all cultural and natural resources within President's Park would be implemented among agencies with responsibilities on the site. Elements of this program would include the following:

- All cultural resource documentation, such as inventories, historic structure reports, and nominations for the National Register of Historic Places, would be kept current.
- Cyclical maintenance programs, including regular condition assessments and programs for conservation and preservation, would be developed.
- All historically significant trees and specimen plants would be identified, physically assessed, inventoried, maintained, and replaced with similar plant materials, as needed.



Ellipse side panels and walkways

Cultural Resources

Collection Management

Approximately 2,000 square feet of storage space for fine and decorative arts would be located within or immediately adjacent to the White House. This storage would be separate from general storage (see page 54) and would serve as a holding area for items in transit between the White House and the offsite storage areas, as a temporary storage space for artifacts during events, and as a workspace to evaluate how damaged items should be conserved.

Limited public access to the White House collection, with the approval of the White House curator, would be provided. Other agencies within the White House complex would manage their respective collections.

Memorials

All monuments and memorials within President's Park would receive conservation/preservation treatment on a regular schedule and be kept in the best possible condition.

Archeological Resources

Based on an initial archeological survey that has already been accomplished, a comprehensive archeological program would be developed to help ensure the conservation, protection, and proper administration of archeological resources. Archeological recording and monitoring of any ground disturbances, such as construction, would also be conducted within the study area on a project-by-project basis. Recovered archeological resources would be kept as a collection and be available for research and interpretation.

Plant Materials

An ongoing monitoring program to assess and control damage to plant materials would be implemented. Resources such as turf, plants, and commemorative plantings would be carefully managed and maintained. Culturally or genetically significant plant materials (such as the American elms) would be propagated in an NPS nursery or in cooperation with horticultural institutions. All significant plant materials damaged or lost through natural causes or development actions within President's Park would be replaced with these specially propagated plants.

A comprehensive landscape plan would be developed for the White House and President's Park, including guidelines for maintenance practices. The landscape plan would update the existing Olmsted plan (1935) for the White House grounds. As stated in the *Design Guidelines*, plant materials will continue to reflect traditional landscape design in mass and alignment. The choice of specific plant materials will remain flexible but will be guided by earlier significant planning efforts, including the plans of A. J. Downing in the 1850s and the Olmsted brothers in the 1930s. The landscape form will continue to use vegetation to define and refine spatial relationships. Plantings and planting designs outside the White House fence will complement those inside the fence in quality, scale, and selection.

Home and Office of the President

Executive Residence

First Family Recreation

Future first families would have multipurpose, informal recreation space in a secure indoor environment either in existing space or below-grade adjacent to the Executive Residence on the north. This space would be adaptable to the changing needs of future occupants. Access would be from within the Executive Residence. Outdoor recreational opportunities would remain available on the grounds.

Support Functions

Storage. To reduce the repeated shuttling and security checking of some materials now stored offsite, storage for frequently used materials and equipment would be provided in the eastern end of the proposed northside parking facility. An underground corridor would connect the storage area and the Executive Residence. More storage would be provided in the lower level of the west colonnade (currently used by the news media).

Grounds Maintenance. The maintenance facility on the south grounds of the White House would be redesigned for efficiency within the footprint of the current structure.

Infrastructure. Utility systems would be replaced and relocated to meet the changing and expanding needs of the White House.

Executive Office Support Services

Visitor Arrivals

Official visitors and White House guests would continue to use multiple entry points, including arrivals on West Executive Avenue. West Executive Avenue would be redesigned to appear similar to East Executive Park.

In conjunction with the proposed meeting facility, a new visitor arrival area would be provided under West Executive Avenue. Diplomats and business visitors could enter the reception area directly from the parking facility under Pennsylvania Avenue and could proceed either to the West Wing or the Old Executive Office Building.

Meeting/Conference Space

A new meeting and conference facility under West Executive Avenue would provide up-to-date facilities for presidential and staff meetings and official events within a secured environment near the White House. The meeting facility would provide four to five conference rooms, each capable of accommodating approximately 40 seats. The spaces would be flexible, allowing a variety of configurations to meet specific needs. For example, various sized groups could be accommodated by connecting meeting spaces as needed; if all spaces were joined, auditorium style seating could be provided for approximately 200 people. All spaces would be designed with excellent acoustics.

West Executive Avenue

Access and Parking

Motorcades, Diplomatic and Business Visitors, and Staff. Over the long term 1,140 parking spaces for existing staff, as described below would be provided to replace surface parking that would be removed from East Executive Park, West Executive Avenue, the Ellipse roadways, and Jackson, Madison, State, and Hamilton Places:

(1) On the north side of the White House complex a 290-space underground parking facility for motorcades, diplomats, business visitors, and senior White House staff would be constructed under Pennsylvania Avenue (extending from Jackson Place east under the 1600 block of the avenue). The facility would be constructed on two levels, and a corridor would be connected directly to the meeting facility and the West Wing of the White House. This parking garage would be constructed in the first phase of plan implementation; interim parking would be leased nearby.

Vehicle access to this facility would be through an unobtrusive portal on the north side of West Executive Avenue and through an existing entry at the New Executive Office Building. The portal on West Executive Avenue would be placed so as to still allow surface access to Pennsylvania Avenue.

Vehicles using West Executive Avenue (primarily diplomats and other guests) would enter from E Street and be cleared at the southwest gate. Vehicles using the NEOB entrance (primarily senior staff) would use H Street, turning into the garage entrance between 17th and Jackson Place. Staff and official visitors would be cleared at this location before vehicles entered the garage. An underground vehicle/service corridor would connect the lower parking levels of the New Executive Office Building to the northside parking facility.

(2) The long-term goal for the remaining 850 staff parking spaces would be to provide parking under the northern end of the Ellipse and to make it easily available for round-the-clock staff use. This parking facility would not result in any increase in parking within the study area. The option of providing public parking in the facility on weekdays, weekends, and holidays would be considered during design development.

The Ellipse parking facility would be developed to preserve the integrity of the original Ellipse design and the vista. Vehicle access would be through two portals south of the Ellipse roadway (one on either side of 16th Street, with access from Constitution Avenue).

Two pedestrian access corridors (for daily and emergency use) would extend from the garage to the northeast and northwest corners of the Ellipse side panels, emerging near E Street in the vicinity of 15th and 17th Streets. Any surface facilities for stairs, escalators, or elevators coming up to street level would either be integrated into the design of the park entryways or the Ellipse side panels (where they could be screened with landscaping); no access facilities would be placed in the center of the Ellipse. Two additional emergency exit tunnels would parallel the vehicle access tunnels, coming out near Constitution Avenue.

The parking garage under the Ellipse would be implemented in the final phase of the proposed plan (between years 15 and 20). Until the facility was constructed, interim staff parking spaces would be leased in areas adjacent to the

White House and President's Park (the area being considered extends from 19th Street to 13th Street and north to I Street). Leased spaces would be in mixed-use parking facilities that operate around the clock. Leases would likely be parking permits and not for designated spaces.

Before undertaking detailed planning for long-term staff parking, various strategies to address parking needs would be evaluated, for example, encouraging the use of alternative modes of transportation, identifying alternative parking garage locations, looking in detail at operations and management, determining funding availability, and phasing implementation strategies.

Deliveries. Most deliveries to the White House complex would be handled underground, with belowgrade service corridors to various parts of the site.

The delivery facility in the New Executive Office Building (three existing loading docks) would be renovated to handle most daily deliveries to the White House complex. Access to the loading docks would be by way of H Street between 17th Street and Jackson Place (the same entrance as for the northside parking facility). Within the White House complex smaller vehicles would be used to make deliveries by way of underground service corridors. To ensure efficient operation of the docks in the New Executive Office Building, a manager from one agency would be in charge of the loading docks and the coordination of delivery schedules for various agencies.

Some deliveries of large items (such as construction materials) would continue to be made on the surface at various entrances.

Staff Circulation

To separate staff, business, and delivery circulation from daily functions in the White House complex, a new pedestrian corridor for staff and business use would be provided underground on the north side of the White House. The corridor would connect the Old Executive Office Building, the West and East Wings, and the Treasury Building. A separate delivery corridor would parallel the pedestrian corridor and connect with the delivery corridor from the New Executive Office Building.

News Media Facilities

Media facilities for the press (newspapers, radio, and television) would be provided on the first floor of the west colonnade and in a new facility beneath West Wing Drive. The combined facilities would total 10,900 square feet, with 1,200 square feet in the upper level of the west colonnade and 9,700 square feet in the new belowground facility.

The presidential briefing room would be moved from the west colonnade to the new facility. In addition, new audiovisual facilities and areas for interviews, camera operations, photographers, foreign press correspondents, storage, vending, and restrooms would be provided. Media personnel and portable equipment would access the facility by way of a separate entrance near Pennsylvania Avenue or the north end of West Executive Avenue.

Visitor Use and Services

Seeing the White House and taking a tour through it are integral to the complete experience of a visit to the nation's capital. These activities are consistently at the top of what visitors want to see and do in Washington, even though the White House is only one of many attractions. Many more people desire to visit it than can be accommodated during the limited schedule when it is open to the public. This plan seeks to make the process of visiting the White House more convenient, while enhancing the experience for those not able to go on a tour. This would be accomplished by expanding the existing visitor center and creating a museum.

Information/Orientation

The pedestrian entryways would provide information and orientation by means of interactive monitors, personal services, or other appropriate means to welcome visitors to President's Park and the White House. At all entryways visitors would be able to find out about visitor services, tours, and other interpretive opportunities at the White House, the Old Executive Office Building, and the Treasury Building. Information would be provided in various languages to accommodate the needs of international visitors. The appearance of all information facilities would be coordinated, in accordance with the *Design Guidelines*.

The visitor center, as well as the entryways, would provide information about transportation options in the Monumental Core area, parking, mass transit, food, lodging, and other visitor amenities. The needs of international and foreign language visitors would be accommodated.

Visitor Center and Museum

The goal of a visitor center and museum would be to provide opportunities for a comprehensive educational experience related to the White House. The existing visitor center in the Commerce Building would be enlarged to 60,000 square feet by expanding into the two basement levels and under 15th Street. Visitors would find exhibits and items from the White House collection that would foster an understanding and appreciation of this special place. Displays would provide information about that day's White House activities. Interactive media would allow more educational experiences for visitors, with information about the White House, presidents and first families, and presidential sites and libraries.

Other services that would be provided include ticket distribution for White House tours, tour staging, educational sales by the White House Historical Association, and personal services, as well as museum workspace and storage. The facility would be a model for how to provide physical access and programs for all people, including those with disabilities.

Interpretation/Education

A comprehensive interpretive/educational program for visitors would be focused at the visitor center and would be complemented by some interpretive activities at various sites throughout President's Park. Programs would be developed for White House tour visitors and for visitors interested in the site's diverse themes. An active interpretive and community outreach program would ensure continued relevance to local residents.

To fully interpret the White House and what it means to Americans, an ethnographic report would be completed to enhance the interpretation of this uniquely American cultural symbol. The purpose of the report would be to identify public perceptions about the White House and to develop interpretive programs that would be appealing and accessible to the full diversity of the American public. For example, evidence indicates that U.S. visitors experience the White House largely through associations with specific places (for example, the Rose Garden) and things (such as china used by various presidents). Information about what items are most meaningful and for whom, as well as the range of activities that take place around the White House (from picture taking to First Amendment demonstrations in Lafayette Park) would support a broader development of interpretive themes and content for tours and visitor center exhibits.

A multi-media approach would help provide a context for the White House and prepare visitors for what they would see and hear on the tour. Exhibits would be oriented to people of all ages, diverse backgrounds, and different languages. Exhibits and other interpretive media would feature areas of the residence that visitors never see, reproductions of items that visitors might not notice on their tours, and important objects and correspondence related to presidents and first ladies. Stories about the lives of past presidents and their families could provide a more intimate look at the people who have lived in the White House. Opportunities could be provided for people to learn about the president's activities and offer feedback on current issues.

Also, exhibits would explore behind-the-scenes White House activities, including preparations for official events. Taped interviews and occasional live presentations by individuals who have worked in the White House would provide a special insight into the workings of the Executive Residence and the privilege of serving the president.

Other opportunities would include an array of interpretive programs and special interest lectures, films, interactive video stations, displays of fine arts and historical objects, and research collections.

An active educational program would be conducted to educate citizens about the many themes surrounding the White House and to encourage active participation in government. Schools and other organized groups would have extensive opportunities to learn about the White House and the presidency through educational services both on- and offsite, including the Internet. Special thematic tours designed for children and adults would be offered in the White House and on its grounds. Additional interpretive programming would result from more partnership activities.

A few wayside exhibits would be installed within President's Park to interpret some of the park's important features and stories. These exhibits would be placed so as not to detract from the historical scene and significant vistas.

The museum function would be coordinated with programs and services offered at other institutions in the D.C. area.

White House Tours

Tour Ticketing and Reservations

Free White House tour tickets would continue to be available on the day of a tour at the visitor center on a first-come, first-served basis. Ways for out-of-town visitors to make tour arrangements in advance would be studied.

Tour participants would first go to the visitor center to pick up tickets and to begin the orientation process and tour. All tour visitors would be encouraged to go through the orientation program.

Reserved tickets for early morning tours, which are arranged through the offices of individual members of Congress, would continue to be available.

Tour Staging and White House Access

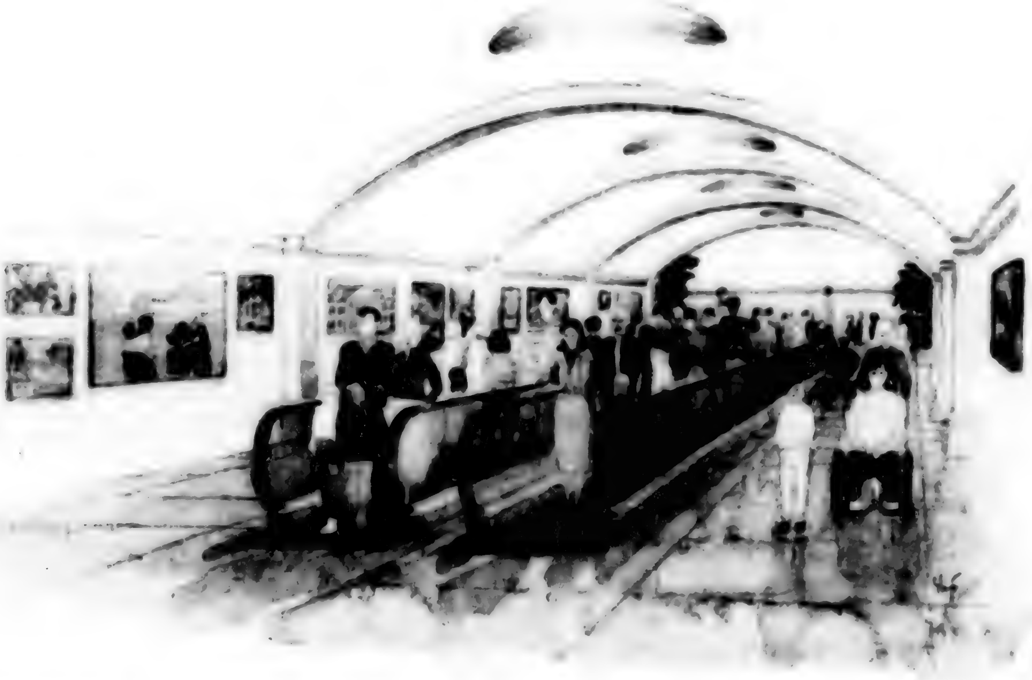
Tours would be staged from the visitor center instead of the Ellipse. The tour staging area and access route to the White House would need to accommodate a maximum of 5,000 visitors over a two-hour period, with a maximum group size of 250. At their designated tour time visitors would enter one of four theaters to watch a 15-minute film on the White House and the tour. Each theater would have a capacity of 250 people, and a group of visitors would be released every five minutes into a corridor that connects to a point near the White House.

The corridor would be spacious and inviting, with skylights and moving walkways to carry visitors beneath the E Street/15th Street intersection. At the area known as Lily Triangle on South Executive Avenue either an escalator or an elevator for the physically impaired would move visitors to an on-grade vestibule designed to blend with the surrounding landscape. Visitors would move out to the sidewalk along the south fence of the White House and proceed to the visitor entrance building, where they would pass through security.

Visitors would enter through the East Wing of the White House to tour rooms on the ground and state floors and exit through the north portico. Mobility-impaired visitors would continue to use the north entrance and follow the same tour route as much as possible.

The Tour Experience

All visitor exhibits within the White House would be removed to emphasize the dignity of the home and office of the president. Tour



Pedestrian Corridor

routes would be carefully examined to identify points where visitor flow becomes congested and where it moves more freely. Where possible, areas with less congestion would be used as points where visitors could pause briefly to ask questions or to enjoy a longer look. One such area might be the north side of the East Room, which could be temporarily cordoned off during tours to create an L-shaped viewing area. Providing just one or two such areas would give visitors more time to enjoy their experiences.

Access and programs for visitors with disabilities would be improved; for example, personal escorts and interpretation could be provided on selected tours. Specific solutions, as well as any adjustments to the tour (such as areas for visitors to stop and take a longer look) would be determined through future discussions with the U. S. Secret Service and the White House staff.

Site Amenities

Benches and site amenities such as shaded outdoor gathering places would be provided in Lafayette Park and the side panels of the Ellipse. Food concessions and vending activities, including commercial service vending, would not be provided along sidewalks and curb lanes adjacent to President's Park on 15th and 17th Streets, H Street, Pennsylvania Avenue, or Constitution Avenue. Food services would be available in the many public and private food courts and restaurants adjacent to the site. In addition, partnership programs could be established with restaurants to offer menu items reflective of the park's interpretive themes and events, which could be accompanied by short interpretive descriptions. For example, restaurants could recreate menus from state dinners or offer some dishes particularly associated with former presidents.

Public Recreation

The interior of the Ellipse would be maintained for recreation, including informal games of softball, football, and volleyball. No permanent infrastructure would be provided for any recreational activities. The Ellipse side panels would include informal gardens with shaded sitting areas. Landscaping and vegetation would provide a more intimate scale in the side panels.

Special Events

Special events similar to those currently offered would continue to be held on the White House grounds and within President's Park. However, the following criteria would be established to guide the types of events that would be appropriate (these criteria would not apply to First Amendment demonstrations):

- Events reflect the purpose and dignity of President's Park and the White House.
- They are small scale and of short duration.
- Any commercial aspects are minimized, in keeping with the purpose and significance of the site.
- Events reflect U.S. society and its multiple cultures.

Active planning efforts would continue between the National Park Service and groups currently co-sponsoring or sponsoring special events to ensure that these criteria were met. In addition, operational procedures could be established to limit the extent of resource impacts (for example, allowing only a certain number of days for setup and takedown activities).

The northeast panel of the Ellipse would be redesigned as a special events plaza, with

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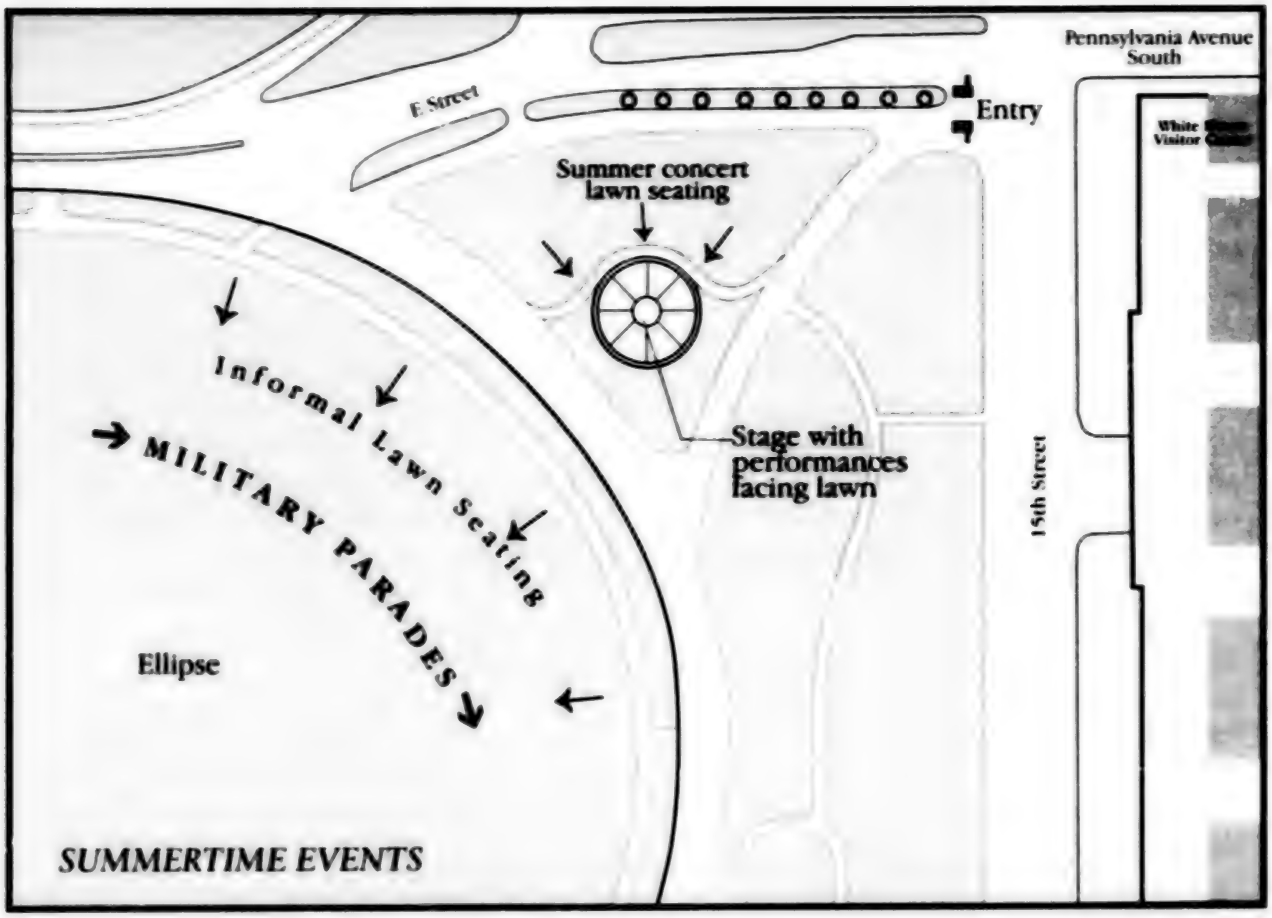
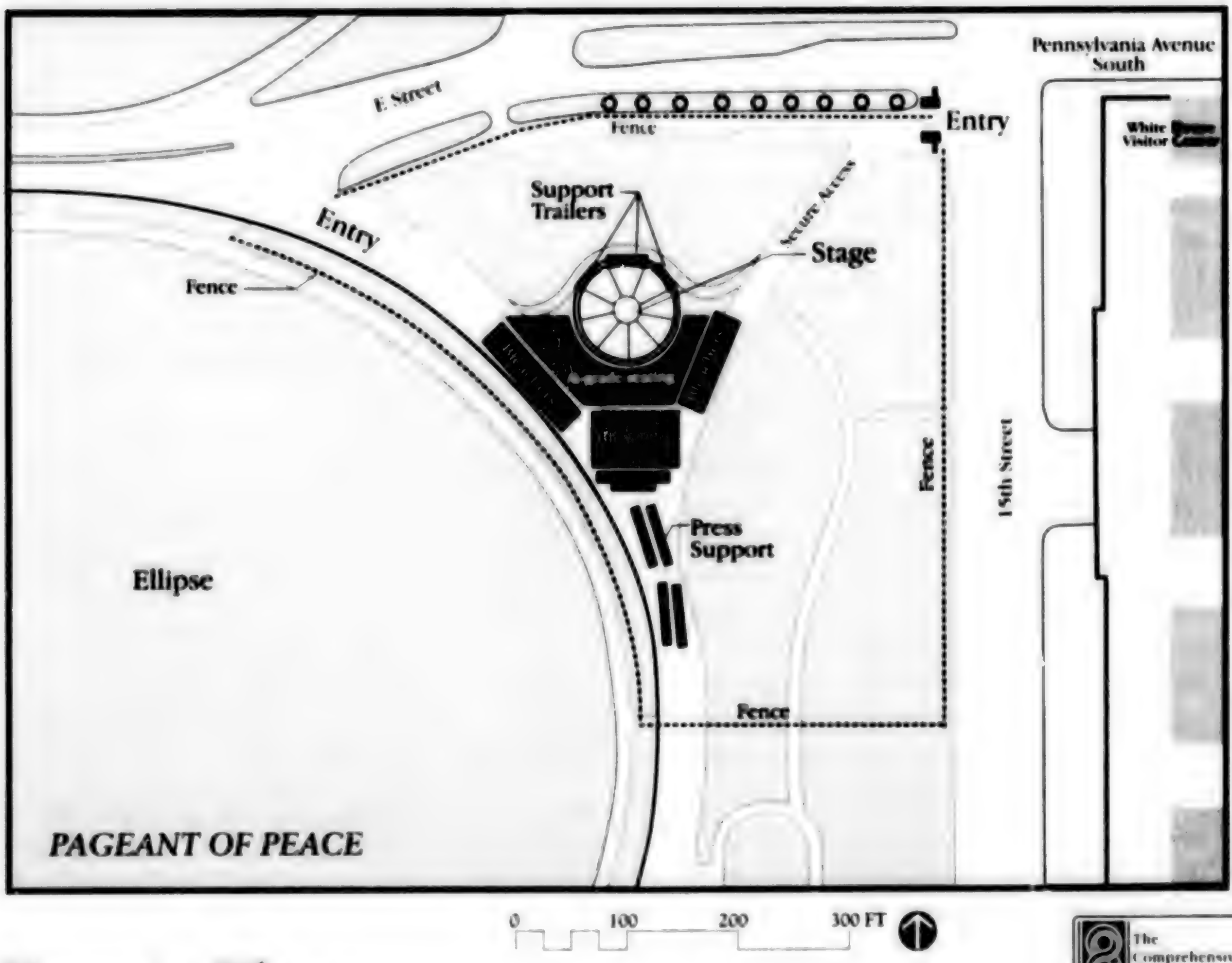

Pennsylvania Avenue South
E Street
Entry
White House Visitor Center
Summer concert lawn seating
Informal Lawn Seating
MILITARY PARADES
Stage with performances facing lawn
15th Street
Ellipse

SUMMERTIME EVENTS



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Events Plaza

The Comprehensive Design Plan for the White House

United States Department of the Interior / National Park Service

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permanent, but unobtrusive infrastructure (such as electrical connections and structural footings to accommodate modular staging systems and lighting). Where possible, adjacent hard surfaces (pedestrian walkways and the Ellipse roadway) would be used for infrastructure in order to minimize impacts on soils and turf.

Temporary facilities for events would need to be energy efficient and exhibit a strong design aesthetic, in keeping with other, more permanent site and design elements. All temporary facilities would have to be promptly removed after the event to reduce the visual and physical impacts to the area.

Based on a continuing dialogue between officials of the Executive Residence and the National Park Service, recommendations to help protect resources would be developed for special events on the White House grounds. Such recommendations would provide the highest possible level of resource protection, while allowing flexible use of the gardens and grounds for family and official purposes.

Transportation

Access and Circulation

E Street between 15th and 17th Streets would provide two eastbound public traffic lanes and a separate access lane for White House traffic. A landscaped median would separate the public traffic lanes from the restricted access lane (this lane is currently north of the temporary concrete barriers along E Street). Authorized vehicles would be cleared to use this lane at 15th and E Streets.

E Street

To enhance the pedestrian experience and safety, the National Park Service would experiment with options such as timed access and crossing assistance.

Major improvements would be made to enhance E Street's appearance, including changing the shape of some medians, plantings along medians, and pavement and other material changes along the roadway to create a more parklike setting. The intent of all such improvements would be to help blend the road into the vista and minimize its intrusion. Changes in paving patterns or materials would signify a special place for all vehicles entering the park.

This plan recognizes that severe traffic problems exist in the downtown D.C. street system. Temporary interim measures involving E Street within President's Park might be undertaken to help alleviate these problems. Proposals have been introduced, such as tunnels, that are beyond the scope of this plan, but that may be considered in the future. Reducing surface traffic within President's Park would remain a long-term goal of the proposed plan.

Environmental compliance for specific projects or actions affecting the street system would be conducted as required. Before undertaking such actions, the National Park Service would coordinate with all affected agencies, including the D.C. Department of Public Works, the Federal Highway Administration, and the Metropolitan Washington Council of Governments.

Public Parking

Surface parking for cars and buses would be prohibited within and immediately adjacent to President's Park. These restrictions would apply to the President's Park side of 15th and 17th Streets from Pennsylvania Avenue south to Constitution Avenue, the south side of H Street, and the north side of Constitution Avenue. Public parking would continue to be available offsite in nearby commercial garages.

The National Capital Planning Commission is proposing to provide parking for visitors to the Monumental Core in lots outside the city, with convenient access to the Metrorail or shuttle service to the National Mall. (Also see the discussion under "Tour Bus Management.")

Visitor Circulation and Way Finding

The National Park Service is currently evaluating a visitor transportation system that would promote the use of the regional transit system and would provide access to the Memorial Core. Within this area several shuttles would provide frequent service to nearby attractions (including the White House), along with interpretive messages. Visitor dropoff and pickup points would be in front of the White House visitor center on Pennsylvania Avenue South, east of 15th Street. (To reduce pollution, all shuttles should use alternative fuels.)

Improvements to the Farragut West, the McPherson Square, and the Federal Triangle Metrorail stations would be encouraged so visitors and staff could move easily aboveground from these stations to President's Park. Appropriate signs, paving patterns, and streetscape designs could be used to guide visitors. These elements would be compatible with the *Design Guidelines* for President's Park.

From the Federal Triangle Metro station visitors should be able to move by way of new underground connections to the new Ronald Reagan Federal Office and International Cultural Center and the Commerce Building. From the basement of the Commerce Building, visitors would have to leave the building and enter the White House visitor center from the street level.

Tour Bus Management

To effectively address the management of tour buses on a citywide basis, the National Park Service would cooperate with the National Capital Planning Commission and the District of Columbia in developing a tour bus management plan for the metropolitan area. The plan would identify staging locations for buses, with shuttles to the Monumental Core.

Within President's Park tour buses would continue to line up in the early morning hours along Constitution Avenue (between 15th and 17th Streets) for tour tickets and along the west side of 15th Street. For White House tours, dropoff and pickup points for passengers would be determined in the future. Short-term tour bus parking (two hours maximum) would be eliminated adjacent to President's Park on 15th Street.

Site Management and Operations

President's Park Maintenance

A new 4,000-square-foot satellite storage and supply facility would be developed within the Ellipse parking garage. Smaller maintenance vehicles that could be accommodated in public parking garages would be used; such vehicles should use alternative fuels, be more cost-effective to operate, and easier to maneuver onsite. A mobile maintenance unit would also be developed to transport supplies and equipment needed for site maintenance. Pending the completion of the Ellipse facility, the National Park Service either would work with the U.S. Department of Commerce to consider the possibility of developing a satellite maintenance facility at the Commerce Building or would find another facility within immediate access of President's Park.

The Hains Point maintenance facility would continue to house equipment used less frequently than that stored in the satellite facility.

Utilities and infrastructure would be replaced or relocated in President's Park to reduce resource impacts. Where possible, existing corridors and conduits would be used.

The proposed landscape management plan for President's Park would include guidelines for consistent maintenance practices.

Lawn irrigation systems in Lafayette Park, on the White House grounds, and at Sherman Park and the First Division Monument would be replaced with systems designed to incorporate sustainable practices (for example, more efficient water use). An irrigation system would be installed on the Ellipse and its side panels.

Ellipse Steamline

The steamline that currently crosses under the middle of the Ellipse would be relocated. Any proposed relocation alignment would have to meet the following criteria:

- The relocated steamline and associated facilities (such as vents and access points) do not affect historic tree patterns, cultural resources, or views within President's Park.
- Intake and exhaust vents are located so as not to encourage use by individuals (i.e., sleeping by homeless individuals). Grates are designed to have minimal visual impact and to blend with adjacent paving materials, in accordance with the *Design Guidelines*. No visible steam is exhausted through the vents.

- There is no perceptible noise from mechanical equipment (for example, vent fans and pumps).

- The tunnel is sized to accommodate all regular maintenance actions by using only designated access points. Maintenance access points are away from trees and turf.

- The abandoned steamline is removed and backfilled to create a suitable environment for turf growth, and the turf on the Ellipse currently affected by the steamline is replaced.

NO-ACTION ALTERNATIVE

The no-action alternative would continue current management strategies for the White House and President's Park. There would be no comprehensive design for the area.

The existing character of the site would remain. Management decisions regarding the development and appropriate design of elements within President's Park (e.g., site amenities, monuments, paving materials, temporary concrete barriers, other fences and barriers, and infrastructure for special events) would be made on a project-by-project basis. No coordinated efforts, such as scheduling events in different parts of the Ellipse, would be undertaken to minimize impacts from overuse.

A long-term design for Pennsylvania Avenue would be undertaken at a later date. Surface parking would continue in all currently used areas of President's Park.

Resource Conservation and Management

Cultural Resources

The White House collection would continue to be managed under existing agreements, with the National Park Service responsible for storage and transportation. Onsite storage at the White House would continue to be accommodated in various areas. No central holding area would be provided for items that were damaged or in transit.

The placement of new memorials within President's Park would continue to be decided by the Fine Arts Commission, the National Capital Planning Commission, and the National Park Service. All existing memorials would remain in place and would receive conservation/preservation treatment as needed.

Archeological recording and monitoring would be conducted on individual projects as they occurred.

Plant Materials

Best management practices and other protective measures would continue to be undertaken to protect significant resources, such as the American elms on the Ellipse.

Home and Office of the President

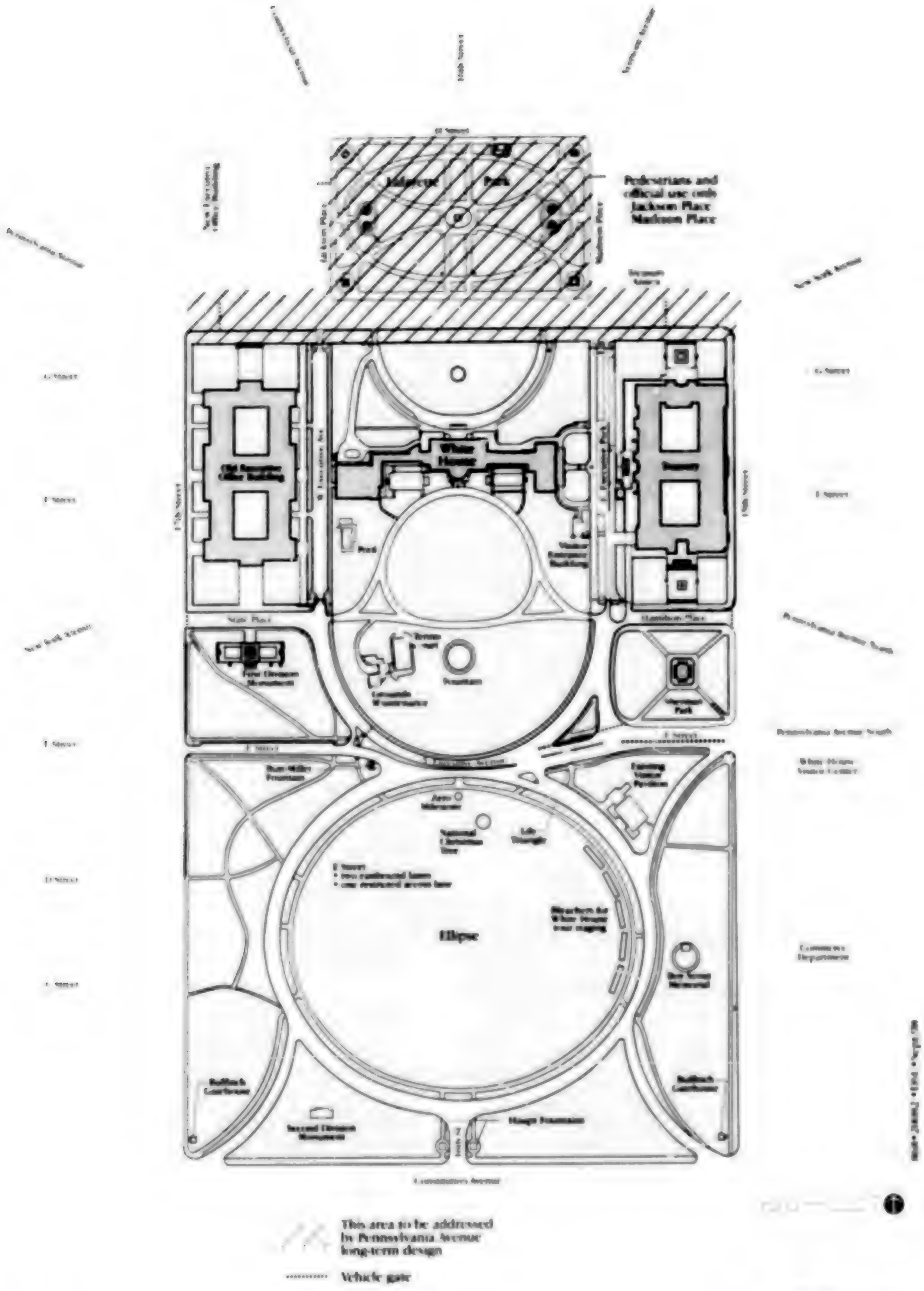
Executive Residence

First Family Recreation

Indoor recreation space would remain limited to what is available within the Executive Residence.

Support Functions

Storage. Storage space within the Executive Residence would continue to be minimal and crowded. Most storage would be at offsite facilities, requiring frequent deliveries of commonly used items. Logistics for loading, transporting, gaining access to the complex and passing through security, and unloading items would be time consuming.



The Comprehensive Design Plan for the White House

No Action

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Grounds Maintenance. Existing facilities for grounds maintenance at the White House would be used.

Infrastructure. As utilities and infrastructure were replaced or relocated, the recommendations of the "Greening of the White House" would be followed.

Executive Office Support Services

Visitor Arrivals

Residence and business visitors would continue to arrive at various gates throughout the White House complex, and East Executive Park and West Executive Avenue would be available for vehicular access by official visitors. Visitors to the West Wing would be greeted at the entrance on West Executive Avenue. Parking on West Executive Avenue would continue to be difficult because of limited space and vehicular congestion.

Meeting/Conference Space

Rooms within the White House complex, including state rooms in the Executive Residence, would be used for meetings and conferences. Space for larger groups would remain limited.

Access and Parking

Motorcades, Diplomatic and Business Visitor, and Staff. Motorcades would continue to be staged where most convenient throughout the White House complex. Diplomatic and business visitors, as well as senior staff, would park in areas around the White House such as West Executive Avenue and State Place, and East Executive Park and Hamilton Place. Staff permit parking would continue on Ellipse roadways.

Deliveries. White House deliveries would be made through various gates and unloaded at multiple surface locations throughout the White House complex. Existing locations include West Executive Avenue, the Old Executive Office Building, East Executive Park, and the north portico of the White House.

Staff Circulation

Staff would move about the site through traffic areas on the surface, narrow corridors, offices, work spaces, and the ground floor of the Executive Residence.

News Media Facilities

Existing space on the upper and lower floors of the west colonnade would continue to be used as office space, a presidential briefing room with camera platform, and equipment storage. Space for office carrels, storage, recording booths, tape reviewing offices, and lounge areas would continue to be extremely limited and congested.

Visitor Use and Services

Information/Orientation

Information about President's Park and site events would be available at kiosks or display boards at each end of East Executive Park, the visitor center, and the Ellipse visitor pavilion.

Visitor Center

The existing White House visitor center in the Commerce Building would continue to provide information and orientation. Visitors would acquire tickets here Tuesday through Saturday for White House tours. The visitor pavilion on

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the Ellipse would continue to provide information, food service, and restrooms.

Interpretation/Education

Interpretive and educational exhibits and videos at the visitor center would provide limited information about the White House, the presidents, and their families. Ranger-guided tours or other information programs would be provided as allowed by staffing levels. Few outreach programs would be conducted.

White House Tours

Tour Ticketing and Reservations

Tour tickets would only be available on a first-come, first-served basis on the day of the tour, except for congressional tours where tickets would be acquired in advance through the offices of individual members of Congress. Tickets would be distributed at the White House visitor center.

Tour Staging and White House Access

From March through Labor Day White House public tours would begin from the Ellipse. When receiving their tickets, visitors would be given the time to assemble on the Ellipse and wait for their tour. Tour groups would be escorted by NPS rangers across E Street and along the south grounds fence to the visitor entrance building. From Labor Day through February tours would queue along the fenceline, with timed tickets at the visitor center.

The Tour Experience

Inside the White House, tours would follow the current route. Mobility-impaired visitors would enter through the northeast gate and the north portico.

Site Amenities

Minimal site amenities such as benches would be provided. Some needs would continue to be provided by temporary equipment or facilities such as water bubblers.

Public Recreation

A range of informal recreational opportunities would continue to be available, including volleyball, softball and football, in-line skating, and walking. No permanent infrastructure for sports activities would be provided.

Special Events

A variety of permitted events would continue on the Ellipse, in Lafayette Park, and within the White House grounds. The location, frequency, and duration of events in President's Park, as well as required infrastructure to stage events, would be determined by the National Park Service in conjunction with event partners or sponsors, when appropriate. No controls on the growth of events would be established.

Transportation

Access and Circulation

Streets in and near President's Park would likely retain their current configurations. E Street between 15th and 17th Streets would operate as it does currently, with two eastbound public traffic lanes and a restricted access lane for White House traffic. A median would separate the two uses.

Public Parking

A limited number of metered and time-limited parking spaces on Constitution Avenue and 15th and 17th Streets would remain available for the public. In addition, spaces within President's Park that are used by staff during the week would be available to the public during evenings and weekends.

As described for the proposed plan, the National Capital Planning Commission is considering proposals to provide visitor parking in outlying lots with convenient access to the Monumental Core by way of Metrorail stations or shuttle service to the National Mall.

Visitor Circulation and Way Finding

The National Park Service, as described for the proposed plan, is evaluating a visitor transportation system to promote the use of the regional transit system, with access to the Memorial Core. Within this area shuttles would provide frequent service to nearby attractions, including the White House, and interpretive messages.

A connection between the Federal Triangle Metro stop and the Commerce Building would be developed (through efforts outside this plan) to facilitate visitor access to President's Park and the visitor center.

Tour Bus Management

Tour buses would continue to line up in the early morning hours along Constitution Avenue (between 15th and 17th Streets) and along the west curb of 15th Street for tour tickets. During White House public tour hours, tour buses would continue to park around the site wherever they found space.

Site Management and Operations

President's Park Maintenance

Hains Point would continue to be the primary offsite equipment and supply base. Additional support services (such as electrical, plumbing, and carpentry shops, plus a nursery) would also be offsite. The management and administration of maintenance operations would continue out of the White House visitor center.

Ellipse Steamline

The large steamline running under the Ellipse would remain in place.

ALTERNATIVE 1

Alternative 1 would respect traditional patterns of use and site relationships. Programs and actions undertaken would be designed to clarify and reinforce the relationship of President's Park and the White House to the presidency. All functions and support services would be provided within the boundaries of President's Park.

Comprehensive Design

Design elements at the edges of President's Park and within the area would identify this as a unique precinct within the District of Columbia. Design characteristics at Constitution Avenue and the National Mall would blend with those on the grounds of the Washington Monument.

As described for the proposed plan, major entryways would signify to pedestrians that they were coming into President's Park. Entries would be at Madison and Jackson Places on H Street and at 15th and 17th Streets on Pennsylvania Avenue, E Street, and Constitution Avenue. Entryways on H Street and Pennsylvania Avenue would be considered in a long-term design for the avenue.

Where possible, all major support operations and facilities would be accommodated within the White House complex and President's Park. Site functions and operations would be improved and simplified, ensuring that the integrity and design intent of the park were respected.

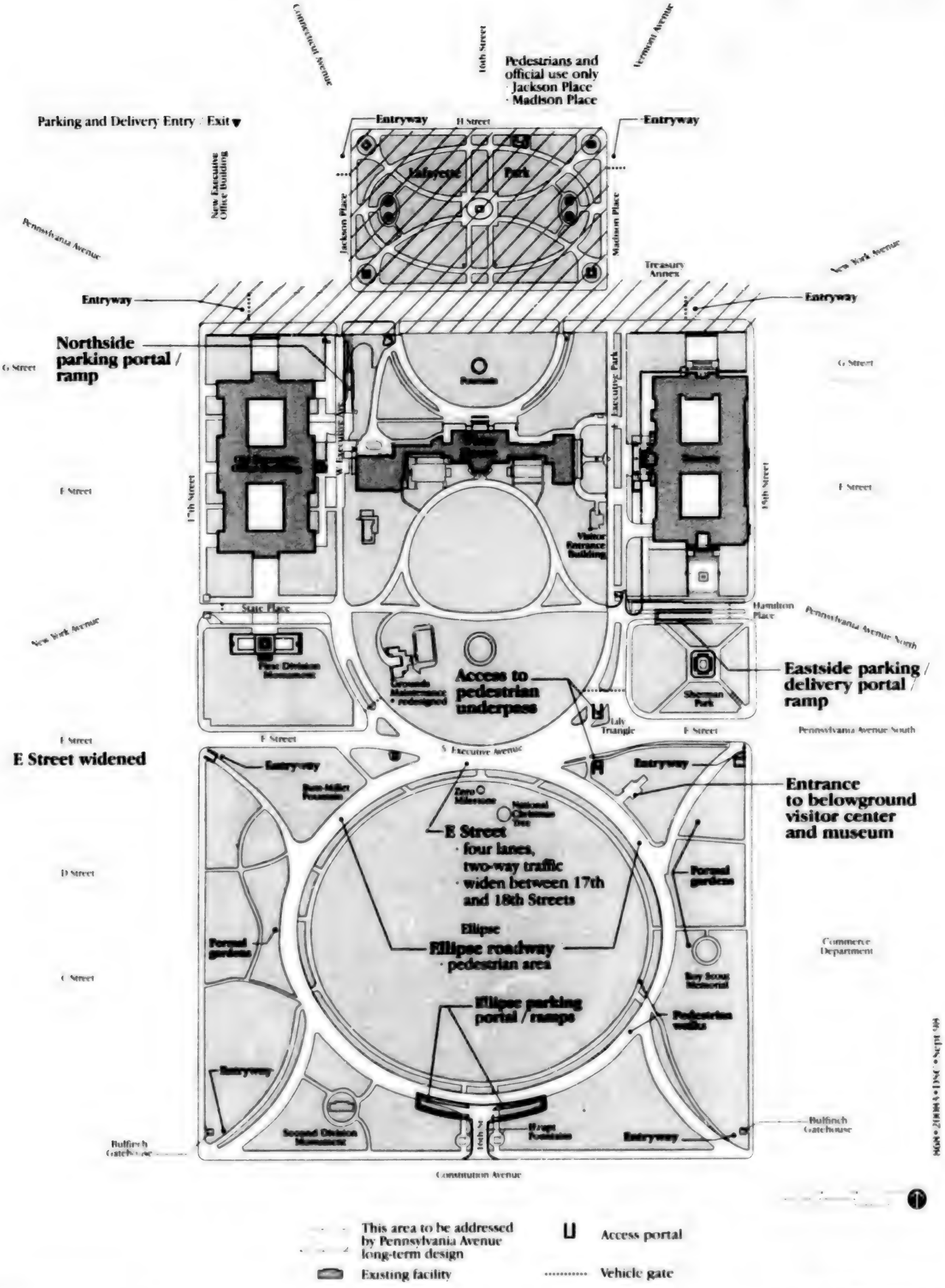
As described for the proposed plan, a parking facility for motorcades and senior White House staff would be built beneath Pennsylvania Avenue. On the west side of the White House complex beneath West Executive Avenue a new meeting/conference facility would be built, with space for first family recreation, the news media, and storage. Additional staff parking facilities would be built on the east side of the park south of the Treasury Building and under the north end of the Ellipse.

A new visitor center would be built underground in the northeast quadrant of the Ellipse. Visitors would have additional opportunities to learn about the presidency and the White House through interpretive programs conducted throughout the park.

E Street would become four lanes across the site (two lanes in each direction). As described for the proposed plan, the other roadways on the Ellipse would be closed to vehicular traffic except for access by emergency and authorized traffic. The historic configuration and character of the Ellipse roadways would be retained, but they would be used as wide pedestrian paths providing access to adjacent formal gardens. In accordance with the *Design Guidelines*, aesthetically pleasing materials would be used to repave the Ellipse roadways. The chosen materials would be consistent with other design elements throughout President's Park.

Resource Conservation and Management

As described for the proposed plan, agencies with responsibilities on the site would be encouraged to adopt a consistent stewardship and management approach to protect all cultural and natural resources within President's Park. Elements of this program would include keeping all cultural resource documentation



Aboveground

Alternative 1

The Comprehensive Design Plan for the White House

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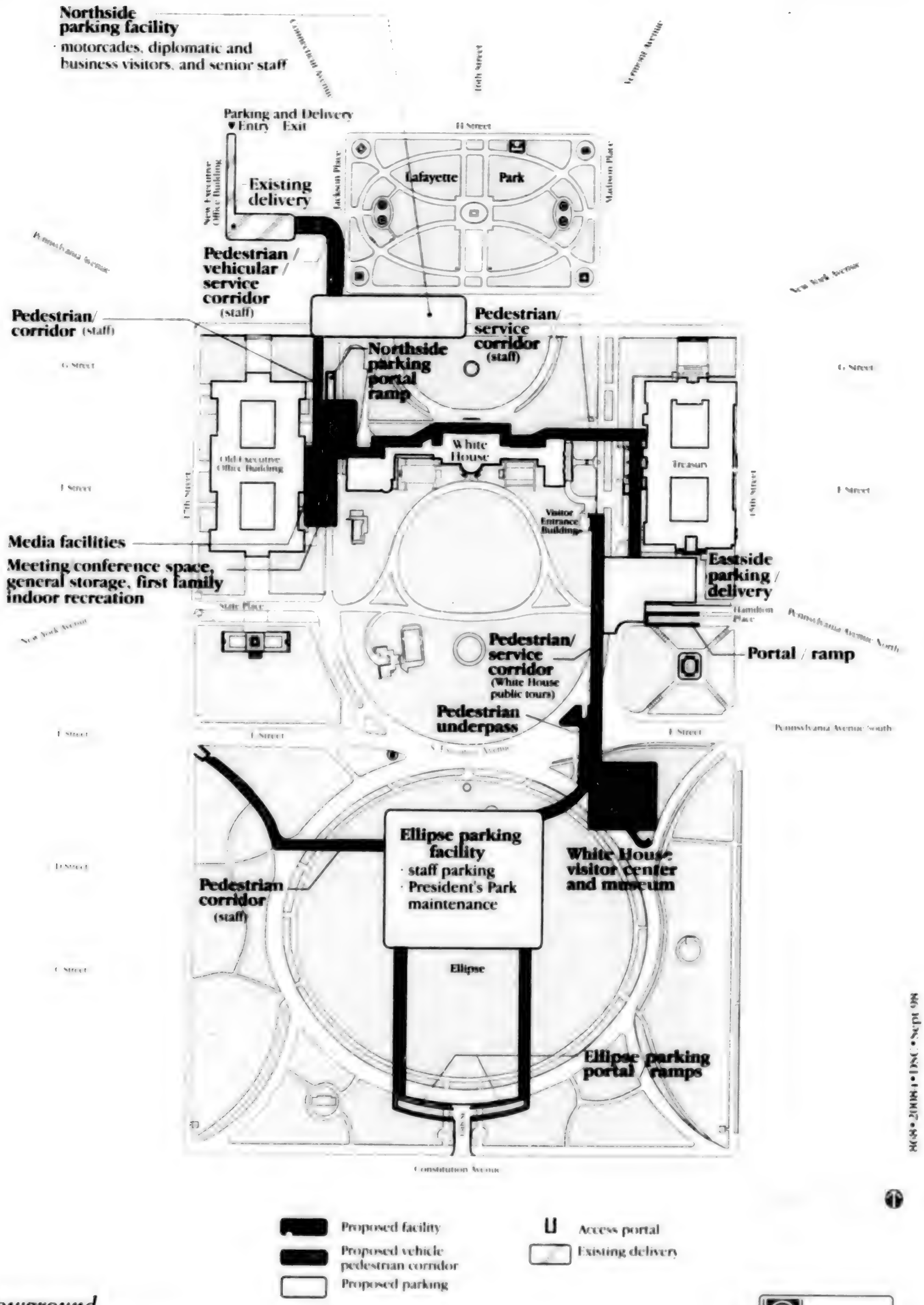
Northside parking facility
motorcades, diplomatic and business visitors, and senior staff
Connecticut Avenue
16th Street
Vermont Avenue
Parking and Delivery
Entry Exit
H Street
New Executive Office Building
Existing delivery
Jackson Place
Lafayette
Park
Madison Place
Pennsylvania Avenue
Pedestrian / vehicular / service corridor (staff)
New York Avenue
Pedestrian/ corridor (staff)
Pedestrian/ service corridor (staff)
Northside parking portal ramp
G Street
G Street
White House
Old Executive Office Building
Treasury
17th Street
15th Street
F Street
F Street
Visitor Entrance Building
Media facilities
Meeting conference space, general storage, first family indoor recreation
Eastside parking / delivery
State Place
Hamilton Place
Pennsylvania Avenue North
New York Avenue
Pedestrian/ service corridor (White House public tours)
Portal / ramp
Pedestrian underpass
E Street
E Street
E Street
E Street
Pennsylvania Avenue South
Ellipse parking facility
staff parking
President's Park maintenance
White House visitor center and museum
D Street
Pedestrian corridor (staff)
C Street
Ellipse
Ellipse parking portal / ramps
Constitution Avenue
808 • 20081 • DSC • Sept 98
Proposed facility
Proposed vehicle pedestrian corridor
Proposed parking
Access portal
Existing delivery

Belowground

Alternative 1

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current, and identifying, inventorying, and assessing the condition of historically significant trees and specimen plants.

Cultural Resources

A new fine arts and decorative arts storage area would be provided within or near the White House, as described for the proposed plan. Limited public access to the White House collection would be provided, with the approval of the White House curator.

As described for the proposed plan, a comprehensive study of probable archeological resources would be prepared. Archeological recording and monitoring of any ground disturbances, such as construction, would be conducted on a project-by-project basis. The archeological resource collection would be available for research and interpretation.

Plant Materials

As described for the proposed plan, a comprehensive landscape management plan would be prepared. Plant materials and soils would be monitored for adverse effects, and corrective actions taken as needed. All significant plant material damaged or lost through natural causes or development actions within President's Park would be replaced with stock propagated from original plant material.

Home and Office of the President

Executive Residence

First Family Recreation

Secure, indoor, multipurpose family space would be provided under West Executive Avenue.

Support Functions

General storage for the Executive Residence would be provided under West Executive Avenue, in conjunction with the meeting/conference facility. With the removal of news media facilities from the west colonnade, the use of this space would be returned to the Executive Residence.

As described for the proposed plan, the grounds maintenance facility would be redesigned within its existing footprint to improve efficiency, and utilities would be replaced and relocated.

Executive Office Support Services

Visitor Arrivals

Official visitors and White House guests would continue to use multiple entry points to the complex; arrivals on West Executive Avenue would continue.

As described for the proposed plan, a visitor arrival area would be provided in conjunction with the new meeting/conference facility under West Executive Avenue. Access would be provided to the West Wing and the Old Executive Office Building.

Meeting/Conference Space

As described for the proposed plan, new meeting and conference space for presidential and staff meetings and official events would be provided under West Executive Avenue. This space would facilitate meetings of varying size within a secured environment near the White House.

Access and Parking

Motorcades, Diplomatic and Business Visitors, and Staff. Under this alternative 1,310 parking spaces would be provided over the long term to meet existing and future staff needs, as described below:

(1) On the north side a 290-space underground parking facility would be provided beneath Pennsylvania Avenue for motorcades, diplomatic visitors, business visitors, and senior White House staff, as described for the proposed plan. Vehicle access would be through an unobtrusive portal on the north side of West Executive Avenue (placed so as to maintain surface access to Pennsylvania Avenue) and through the New Executive Office Building.

(2) On the east side a 170-space parking/delivery facility would be built beneath the south plaza of the Treasury Building and portions of East Executive Park. This facility would provide parking for Executive Office and Residence staff, senior level Treasury Building staff, and guests for White House evening functions. Vehicles would enter from 15th Street onto Hamilton Place and into an east-facing portal at the west end of Hamilton Place.

(3) For other staff an 850-space, two-level parking facility would be developed under the northern end of the Ellipse, as described for the proposed plan. To preserve the integrity of the original Ellipse design and the vista, vehicle access would be through two portals south of the Ellipse roadway (one on either side of 16th Street and accessible from Constitution Avenue).

This parking facility would be reserved for staff use only and would operate around the clock. An underground pedestrian corridor from the northeast corner of the facility would lead to the vicinity of the visitor center, while a corridor from the northwest corner of the garage would lead to the vicinity of E Street and 17th Street. As described for the proposed plan, any surface structure to house a stairway, escalator, or elevator would either be integrated into the design for the pedestrian entryway or into the adjacent side panel (where it could be screened by landscaping).

Before these facilities were designed, staff parking needs would be comprehensively assessed, as described for the proposed plan. During construction, interim parking would be leased nearby.

During the course of planning for this project, the Treasury Department developed plans for possible utility work beneath the south court or southwest lawn area of the main Treasury Building. Such a project would conflict with the proposed location of the 170-space parking facility. The design of the parking garage would need to be evaluated to determine if it was compatible with the utility work.

Deliveries. Deliveries on the west side would be accommodated by way of the New Executive Office Building, as described for the proposed plan, with access from H Street. Smaller vehicles would carry items to the northside parking facility through an underground vehicle/service corridor.

Deliveries on the east side would be through the underground parking/delivery structure south of the Treasury Building, which would have two loading docks separate from the parking area. If additional loading docks were needed, the parking could be reconfigured or reduced slightly. A new underground service corridor would be used to carry items throughout the site.

Deliveries of large items would continue to be made on the surface through various entrances.

Staff Circulation

As described for the proposed plan, a new underground pedestrian corridor on the north side of the White House would provide east/west access across the site, from the Old Executive Office Building to the Treasury Building. A separate delivery corridor would connect with the delivery corridor from the New Executive Office Building.

News Media Facilities

All news media facilities now in the west colonnade would be moved to a new 10,900-square-foot space beneath West Executive Avenue. Access for personnel and portable equipment would be through a dedicated entrance near Pennsylvania Avenue or the north end of West Executive Avenue.

Visitor Use and Services

Information/Orientation

Basic site orientation and information would be provided at the pedestrian entryways to President's Park, as described for the proposed plan.

Visitor Center

A new 66,000-square-foot White House visitor center would be constructed beneath the northeast section of the Ellipse, where the visitor pavilion is now located. This facility would provide comprehensive visitor service, information/orientation, and educational functions. Visitors would access the facility by means of a ramp from the Ellipse down to a belowgrade entry plaza.

Interpretation/Education

The focus of interpretive and educational programs at the visitor center would be the history of the White House and the presidency. Large-scale models and full-scale room reproductions would allow visitors to better understand the layout and use of the White House rooms. Throughout President's Park, visitors would encounter scheduled and impromptu living history programs with costumed interpreters talking about former presidents, their families, and administrations.

As described for the proposed plan, an active educational program would be conducted for visitors, schools, and other organized groups to learn about the White House. Special thematic tours would be offered.

White House Tours

Basic procedures for visitors to get White House tour tickets and orientation before people started their tours would be the same as the proposed plan.

Tours would be staged from the new visitor center on the Ellipse. After watching an orientation film, visitors would be directed through a pleasantly apportioned corridor leading from the visitor center to the existing visitor entrance building. The 700′ corridor would feature lighting, sounds, and artistic visuals or television monitors showing activities on the surface, all designed to reflect the dignity of the White House. Moving walkways would carry visitors in three minutes or less from the visitor center to security checkpoints at the base of escalators up to the entrance building. The visitor entrance building would be remodeled to accommodate escalators, an elevator, and a stairway. As now, visitors would enter the White House through the East Wing, walk through the ground and state floors, and exit through the north portico. Mobility-impaired visitors would enter through the northeast gate and the north portico.

As described for the proposed plan, all visitor exhibits would be removed from the White House. Tour routes would be carefully examined to identify areas where visitors could enjoy a more leisurely view of some rooms. Access and programs for visitors with disabilities would be improved.

Site Amenities

To minimize intrusions on the landscape, few amenities would be provided throughout President's Park. Only benches, water fountains, and trash receptacles would be found at appropriate locations. As described for the proposed plan, no commercial vending would be allowed on the sidewalks or curb lanes adjacent to President's Park, and no food concessions or vending activities would be provided. Nearby food service facilities would be encouraged to offer menu items reflective of park themes

Public Recreation

Active recreational uses in President's Park would be discouraged by offering programs such as interpretive activities, special events, and concerts.

Special Events

Special events held in President's Park (excluding First Amendment demonstrations) would need to reflect the purpose of the White House and President's Park, and they would need to be worthy of attendance by the first family. All special events currently produced within President's Park would remain, but they would be reduced in scale and in duration. NPS-sponsored special events would be culturally inclusive.

Events would be dispersed around the Ellipse and other areas of the site to allow sufficient time for lawns and garden areas to recover from past events. For example, the side panels of the Ellipse would be used for special events. No new infrastructure for events would be provided.

Transportation

Access and Circulation

E Street would become a four-lane road with two eastbound and two westbound lanes from 15th Street to 18th Street (see appendix I). Within President's Park a separate access lane for White House traffic would not be provided (as it is now); official traffic would have to use general traffic lanes on E Street to access West Executive Avenue and East Executive Park.

Westbound E Street traffic at 18th Street would turn right onto 18th and left again on New York Avenue. To accommodate four lanes of traffic, E Street would be widened 12′ to the south between 17th and 18th Streets, eliminating the 8′ existing sidewalk and on-street parking.

A pedestrian underpass at E Street just west of Sherman Park would provide access for staff and park visitors to the Ellipse and the White House visitor center.

Public Parking

As described for the proposed plan, no surface parking within President's Park would be allowed for automobiles or tour buses. Visitor parking would continue to be available in nearby commercial garages and potentially in lots outside the city, with a shuttle service into the Monumental Core area. The Park Service would continue to help implement visitor parking and transit options in cooperation with the National Capital Planning Commission and other interested parties.

Visitor Circulation and Way Finding

As explained for the proposed plan, the National Park Service is evaluating a visitor transportation system that would promote the use of a regional transit system. Access would be provided to the Monumental Core, with shuttles to nearby attractions, including the White House.

Improvements to nearby Metro stations (Farragut West, McPherson Square, and Federal Triangle) would be encouraged to allow visitors and staff to move easily aboveground from these stations to President's Park.

Appropriate signs, paving patterns, and streetscape design could be used to guide visitors from Metrorail stations to the White House area. These elements would be compatible with the *Design Guidelines* for President's Park.

Tour Bus Management

As described for the proposed plan, the National Park Service would cooperate with the National Capital Planning Commission and the District of Columbia in developing a citywide tour bus management plan. This plan would assess offsite staging for tour buses.

Like the proposed plan, dropoff and pickup points for passengers on White House tours would be determined at a later time.

Site Management and Operations

President's Park Maintenance

As described for the proposed plan, a new 4,000-square-foot park maintenance facility would be built as part of the Ellipse parking garage. Some storage space would also be provided.

In addition, utilities and infrastructure would be replaced and relocated to reduce resource impacts, a landscape management plan would provide guidelines for maintenance operations, and lawn irrigation systems would either be replaced or installed.

Ellipse Steamline

The steamline beneath the Ellipse would be relocated, based on same criteria as in the proposed plan.

ALTERNATIVE 2

Alternative 2 programs and facilities would meet the needs of the many users of President's Park and the White House complex, including all staff, tourists, and the news media. All areas of President's Park would be visually unified. Most functions would be accommodated within the boundaries of President's Park.

Comprehensive Design

To visually unify all elements of President's Park, north/south views along East and West Executive Avenues would be strengthened. E Street would be tunneled, allowing pedestrians to move safely and easily throughout the park and providing unobstructed views to and from the White House.

Unique design elements denoting the special character of President's Park and the White House would be used along H, 15th, and 17th Streets, as well as along Constitution Avenue. Cooperative efforts would be undertaken with adjoining property owners to help establish a neighborhood identity. Similar to alternative 1, design elements would be used on Constitution Avenue along the south side of President's Park to visually tie this area to the Washington Monument and the National Mall.

Pedestrian entryways would be developed at major entrances to the site. As described for the proposed plan, the entryways along H Street and E Street would be designed to harmonize with the surrounding architectural and site vocabulary, while the entryways along Constitution Avenue would adaptively reuse the Bulfinch gatehouses.

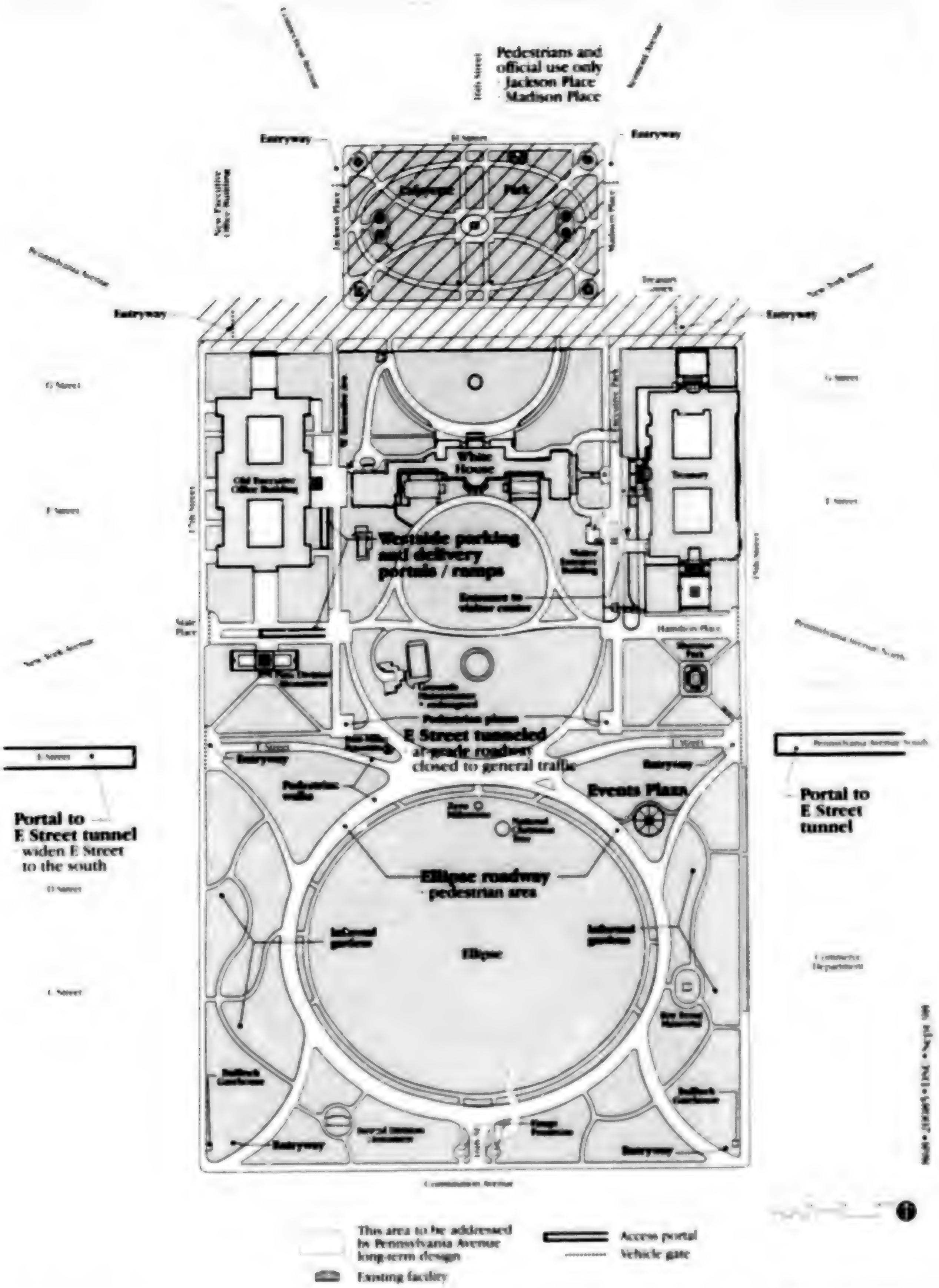
Similar to the proposed plan, new facilities would be provided belowground, including meeting and conference space, general storage, news media facilities, indoor recreation space for the first family, and access corridors for staff circulation and deliveries.

The landscape panels in the center of East Executive Park would be removed and replaced with textured pavement to reinforce the north and south axis from Madison Place to the Ellipse. East Executive Avenue would take on the character of a broad pedestrian street, and West Executive Avenue would be redesigned in a similar fashion, but it would not be open to the public.

Pedestrian plazas on the eastern and western portions of South Executive Avenue would extend the experience for both visitors and residents. The plazas would offer pedestrians expansive vistas of the Washington Monument and the Ellipse.

A new visitor center would be constructed belowground south and west of the U.S. Treasury Building, with access for White House public tour visitors directly into the visitor entrance building. Activity nodes in the Ellipse area would accommodate an expanded interpretive program, and areas for viewing vistas would be created.

As described for the proposed plan, the Ellipse roadways would be closed to vehicular traffic except for access by emergency and authorized traffic. The historic configuration and character of these roadways would be retained, but they would be used as wide pedestrian paths leading to gardens accented by



Aboveground

Alternative 2

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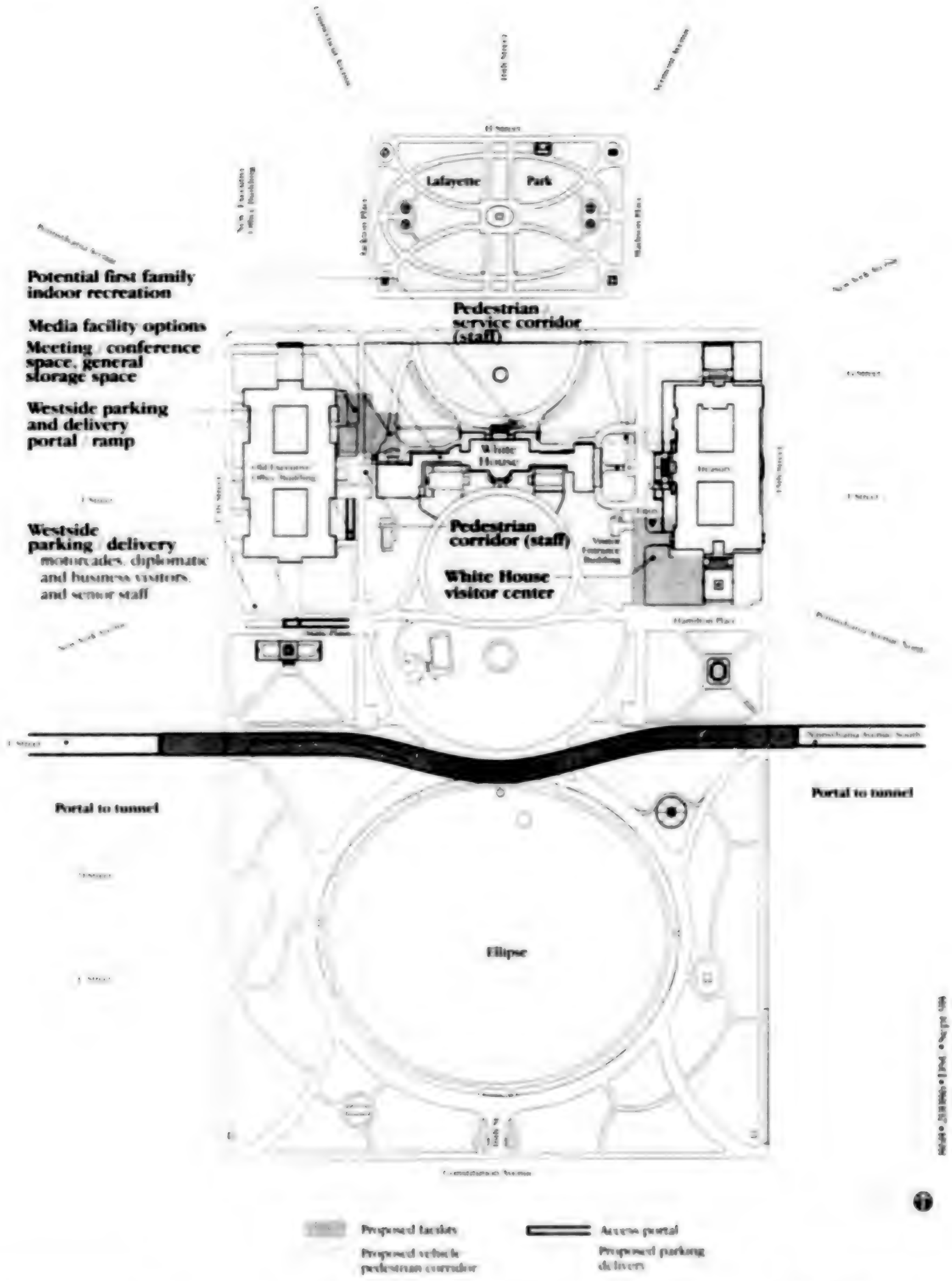
16th Street
H Street
Lafayette Park
Jackson Place
Madison Place
Pennsylvania Avenue
New York Avenue
Potential first family indoor recreation
Media facility options
Meeting / conference space, general storage space
Westside parking and delivery portal / ramp
Westside parking / delivery motorcades, diplomatic and business visitors, and senior staff
Pedestrian / service corridor (staff)
White House
Old Executive Office Building
Treasury
17th Street
15th Street
G Street
F Street
Pedestrian corridor (staff)
Visitor Entrance Building
White House visitor center
Hamilton Place
State Place
E Street
Pennsylvania Avenue South
Portal to tunnel
Portal to tunnel
Ellipse
Constitution Avenue
Proposed facility
Proposed vehicle / pedestrian corridor
Access portal
Proposed parking / delivery

Belowground

Alternative 2

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groves of trees, informal gathering areas, and meandering paths. In accordance with the *Design Guidelines*, aesthetically pleasing materials would be used to repave the Ellipse roadways. The chosen materials would be consistent with other design elements throughout President's Park.

Resource Conservation and Management

As described for the proposed plan, agencies with responsibilities on the site would be encouraged to adopt a consistent stewardship and management approach to protect all cultural and natural resources within President's Park. Elements of this program would include keeping all cultural resource documentation current, and identifying, inventorying, and assessing the condition of historically significant trees and specimen plants.

Cultural Resources

As described for the proposed plan, a new fine and decorative arts storage area would be provided within or near the White House. Limited public access to the White House collection would be provided, with the approval of the White House curator.

A comprehensive study of probable archeological resources would be done, as described for the proposed plan. Recording and monitoring of any ground disturbances, such as construction, would also be conducted on a project-by-project basis. The archeological resource collection would be available for research and interpretation.

Plant Materials

As described for the proposed plan, a comprehensive landscape management plan would be developed. Plant materials would be monitored, including the condition of soils, and corrective actions would be taken as needed. All significant plant materials damaged or lost through natural causes or development actions would be replaced with specially propagated stock.

Home and Office of the President

Executive Residence

First Family Recreation

Secure, indoor multipurpose family space would be constructed belowground north of the Executive Residence.

Support Functions

General storage for the Executive Residence would be provided under West Executive Avenue and potentially in the lower level of the west colonnade. As described for the proposed plan, the White House grounds maintenance facility would be redesigned for efficiency, and utility systems would be replaced and relocated.

Executive Office Support Services

Visitor Arrivals / Meeting Space

Similar to the proposed plan and alternative 1, new underground meeting and arrival space would be constructed below West Executive Avenue, adjoining the West Wing of the White House. Because of the location of the proposed west-side parking/delivery facility, these spaces would be farther north under West Executive Avenue than under alternative 1. Multiple entry points would remain. However, surface access from E Street would be limited to motorcades and official uses.

Access and Parking

Motorcades, Diplomatic and Business Visitors, and Staff. A total of 1,140 replacement parking spaces would be provided under this alternative, as described below:

(1) On the west side a 290-space underground, two-level parking facility would be constructed beneath the south plaza of the Old Executive Office Building and State Place. Access would be by way of 17th Street and State Place, with one portal on State Place and a second on West Executive Avenue. To provide access and to accommodate parking as well as delivery functions, the facility would abut and wrap around the southern and eastern foundations of the Old Executive Office Building; care would be taken not to affect this historic structure.

    Motorcades and diplomatic visitors' vehicles would enter President's Park along wide pedestrian paths along what was once E Street or from State Place and 17th Street. To enter the parking facility, they would proceed to the portal on West Executive Avenue. Official visitors could then enter the West Wing aboveground on West Executive Avenue or belowground from the parking facility.

    Senior staff and business visitors would enter the White House complex by way of 17th Street and State Place, with a portal to the parking facility on State Place. Staff would enter the West Wing or the Old Executive Office Building belowground from the parking facility.

(2) An additional 850 parking spaces for other staff would either be constructed or leased from parking operators within a 10-minute walk of the White House. (The area being considered extends from 19th Street to 13th Street and up to I Street). If leased, these spaces would be in mixed-use parking facilities that operate around-the-clock. Leases would likely be parking permits and not for designated spaces. If a permanent parking facility was built, a staff shuttle could be provided to the White House complex if needed or desired. (The viability of a shuttle would be evaluated once a permanent location had been identified.)

Before long-term parking proposals were finalized, a comprehensive parking management study would be undertaken as described for the proposed plan. During construction, interim parking would be leased nearby.

Deliveries. Deliveries to the White House complex would be made through the westside parking facility. Three or four loading docks would be provided, along with a short pedestrian/service corridor to the White House. Delivery access for trucks would be by way of State Place, and trucks would have to make a 180° turn from the right to enter the east-facing portal.

Staff Circulation

As described for the proposed plan, a new east/west underground corridor for staff and business use would be constructed north of the White House, along with a separate delivery corridor that would connect with the delivery corridor from the New Executive Office Building.

News Media Facilities

Under this alternative two options are considered for media facilities:

(1) Upgrade the existing two-level media facility in the west colonnade (2,400 square feet) to include a small presidential briefing area. A dedicated entrance for media

personnel and portable equipment would be provided near the northwest gate on Pennsylvania Avenue.

or

(2) Upgrade media facilities on the first floor of the west colonnade and construct additional facilities beneath West Wing Drive. The same type of facilities would be provided as described for the proposed plan, including a presidential briefing room. Combined facilities would total 10,900 square feet (1,200 square feet in the west colonnade and 9,700 square feet in the new facility). Personnel and small equipment would enter from Pennsylvania Avenue, near the north end of West Executive Avenue. The lower level of the west colonnade would be used as Executive Residence storage.

Visitor Use and Services

Information/Orientation

Extensive interpretive exhibits and interactive monitors would be provided at park entryways. Some locations, probably those on the east side, would be staffed by rangers at peak times. These stations would be designed in such a way as to not appear empty when a ranger was not on duty.

Visitor Center

A 40,000-square-foot White House visitor center (the smallest of any action alternative) would be built belowground south and west of the Treasury Building. Visitors would enter the center from East Executive Park by means of a ramp near the west steps of the Treasury Building. (Utility work that is now being considered by the Treasury Department and that could occur south of the main Treasury Building would affect the proposed location of the visitor center.

In addition to basic visitor information, the facility would provide limited educational exhibits and programs, along with four theaters to orient people to the White House tours.

Interpretation/Education

Even though interpretive opportunities in the visitor center would be somewhat limited, numerous interpretive and educational experiences would be available throughout the park, and all significant resources would be highlighted. Outdoor exhibits, interpretive programs, and visitor activities related to the interpretive themes would be provided or sponsored throughout the park.

Educational information about the White House and President's Park would also be available through such commonly used approaches as the Internet.

White House Tours

Visitors would leave the theaters after watching the tour orientation film and take escalators up to the visitor entrance building to begin their tour of the White House. Visitors could pass through security either before taking the escalators up or in the entrance building. The visitor entrance building would be remodeled to accommodate an escalator, an elevator, and a stairway.

Site Amenities

In addition to orientation information at park entrances, visitors would be able to use restrooms, telephones, and other amenities at or near the prominent entryways on the east side of President's Park. Outdoor gathering places would also be provided.

As described for the proposed plan, no commercial vending would be allowed on the sidewalks or curb lanes adjacent to the study area, and no food concessions or vending activities would be provided. Nearby food service facilities would be encouraged to offer menu items reflective of park themes

Public Recreation

Traditional recreational activities on the Ellipse, such as spontaneous games of softball, would continue.

Special Events

Special events (excluding First Amendment demonstrations) would be similar to current ones, but with less commercialism.

As described for the proposed plan, a permanent events plaza would be developed in the northeast panel of the Ellipse, with unobtrusive infrastructure to provide a performance area. Hidden infrastructure would include electrical connections and structural footings that accommodate modular staging systems. Where possible, adjacent pedestrian walkways and the trace of the Ellipse roadway would be used for infrastructure to minimize resource impacts.

Transportation

Access and Circulation

E Street would be tunneled from 15th to 17th Streets, across President's Park (see appendix I). Two eastbound lanes and two westbound lanes would be constructed. Tunnel approaches would be just east of 15th Street (in front of Baldrige Hall) and just west of 17th Street (adjacent to the Corcoran Gallery of Art and the American Red Cross Building).

To accommodate four lanes of traffic flowing into and out of the tunnel, the south side of E Street would be widened between 17th and 18th Streets (similar to alternative 1). Concrete retaining walls, incorporating design elements to soften their appearance, would frame both tunnel approaches. Right turns from westbound E Street to 15th Street could be allowed by providing a dedicated surface lane (see appendix I).

Official traffic accessing the parking garages and the White House complex and emergency vehicles would be the only traffic allowed on the former E Street surface alignment.

Public Parking

As described for the proposed plan, no surface parking for automobiles or tour buses would be allowed within President's Park. Visitor parking would continue to be available in nearby commercial garages and potentially in lots outside the city, with a shuttle service into the Monumental Core area. The Park Service would continue to help implement visitor parking and transit options in cooperation with the National Capital Planning Commission and other interested parties.

Visitor Circulation and Way Finding

As explained for the proposed plan, the National Park Service is evaluating a visitor transportation system that would promote the use of a regional transit system, with access to the Memorial Core and shuttles to nearby attractions, including the White House.

Improvements to nearby Metro stations (Farragut West, McPherson Square, and Federal

Triangle) would be encouraged to allow visitors and staff to move easily aboveground from these stations to President's Park. Appropriate signs, paving patterns, and streetscape design could be used to guide visitors from Metro stations to the White House area. These elements would be compatible with the *Design Guidelines* for President's Park.

Tour Bus Management

As described for the proposed plan, the National Park Service would cooperate with the National Capital Planning Commission and the District of Columbia in developing a tour bus management plan for the metropolitan area. This plan would assess offsite staging locations for tour buses.

Like the proposed plan, dropoff and pickup points for passengers on public tours of the White House would be determined at a later time.

Site Management and Operations

President's Park Maintenance

Maintenance space within the immediate area of President's Park would be leased as a satellite equipment and storage base. The central maintenance facility at Hains Point would remain.

As described for the proposed plan and alternative 1, utilities and infrastructure would be replaced and relocated to reduce resource impacts, a landscape management plan would provide guidelines for maintenance operations, and lawn irrigation systems would either be replaced or installed.

Ellipse Steamline

The steamline would be relocated, based on the same criteria as in the proposed plan.

ALTERNATIVE 3

Alternative 3 would continue to meet the needs of the presidency and visitors; however, management options would be taken to preserve existing cultural resources and landscapes more so than under the other alternatives. Where feasible, operations and support facilities would be smaller, decentralized, and dispersed away from the White House grounds and President's Park. Only those operations that must occur within or near the White House would remain. The use of existing structures would be emphasized, with as little new facility construction as possible.

Comprehensive Design

A historical ambience would be evident throughout President's Park. Architectural and streetscape elements (such as sidewalk paving and benches) would be used so that people would identify this area as a special place. E Street would be removed, helping link the Ellipse with the rest of President's Park. Minimal infrastructure would reduce impacts on the character of the park and grounds.

Elements complementing historic districts adjacent to President's Park would be used in surrounding areas. These elements would be designed and installed in cooperation with the District of Columbia.

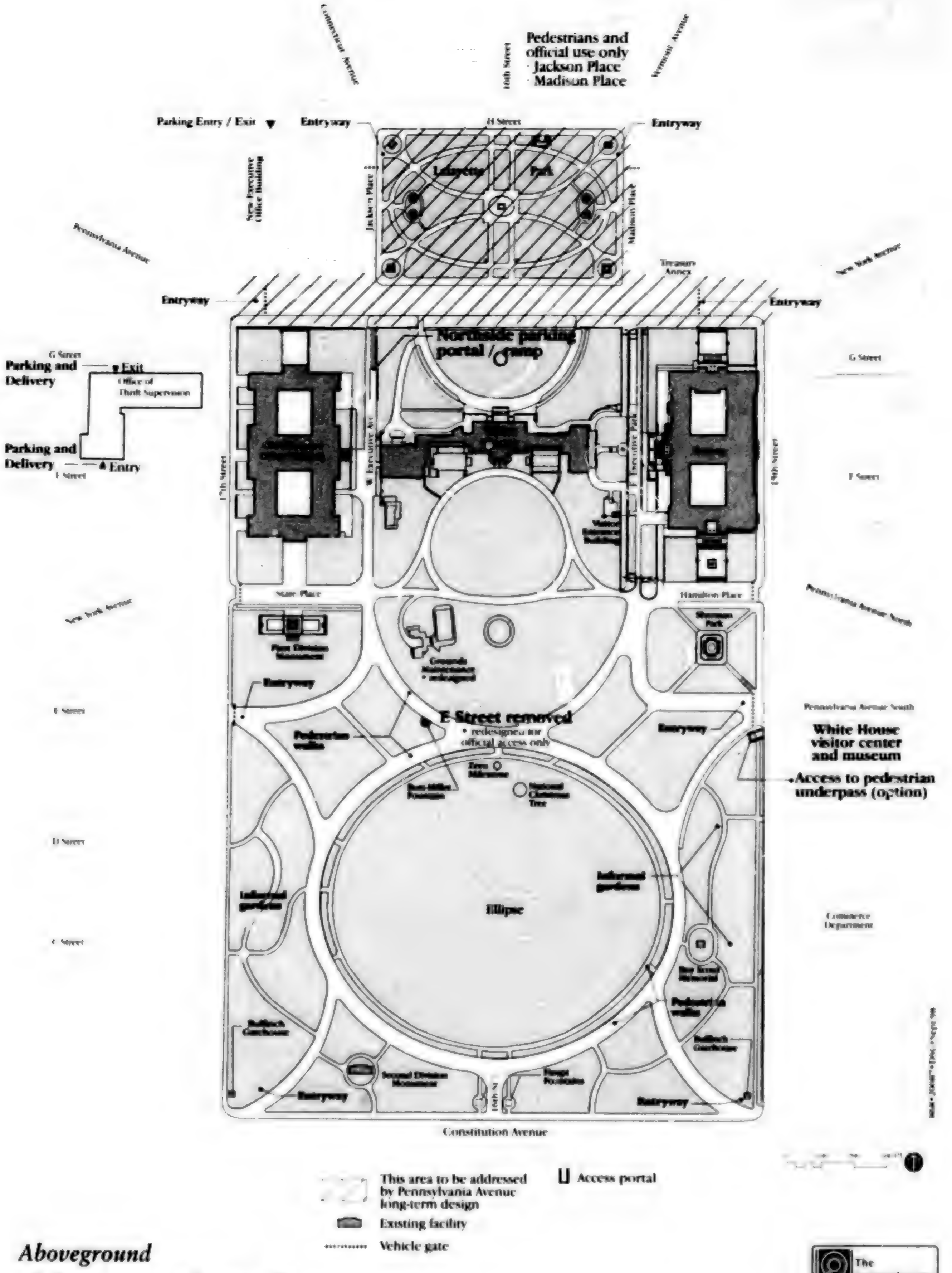
Entryways to President's Park would complement the ceremonial landscape and would also repeat historic design elements used in the adjacent neighborhoods and business areas. The entryways would be simple, with landscaping used in place of physical structures.

Meeting space and media facilities would be developed within the north courtyard of the Old Executive Office Building rather than below West Executive Avenue. A parking facility for motorcades, diplomatic and business visitors, and some senior staff would be constructed under Pennsylvania Avenue. Additional parking, as well as delivery facilities, would be provided in existing structures near the site.

East and West Executive Avenues would be redesigned as broad pedestrian streets bordered by trees, recalling the historical street alignment. Pavement, ranging from smooth to rough textures, would create a visually pleasing environment and strengthen the historic right-of-way along Madison Place / East Executive Avenue and Jackson Place / West Executive Avenue (West Executive Avenue would remain closed to the public).

The visitor center in the Commerce Building would be expanded, as described for the proposed plan, and programming would be broadened. Numerous opportunities would be provided for visitors to learn about all significant site resources.

Special events would be moved to alternative sites away from President's Park. E Street and the Ellipse roadways would be replaced with broad walkways (access would still be allowed for emergency and authorized traffic). The Ellipse side panels would be redesigned to include informal gardens with shaded sitting areas; landscaping and vegetation would provide a more intimate scale.



Aboveground

Alternative 3

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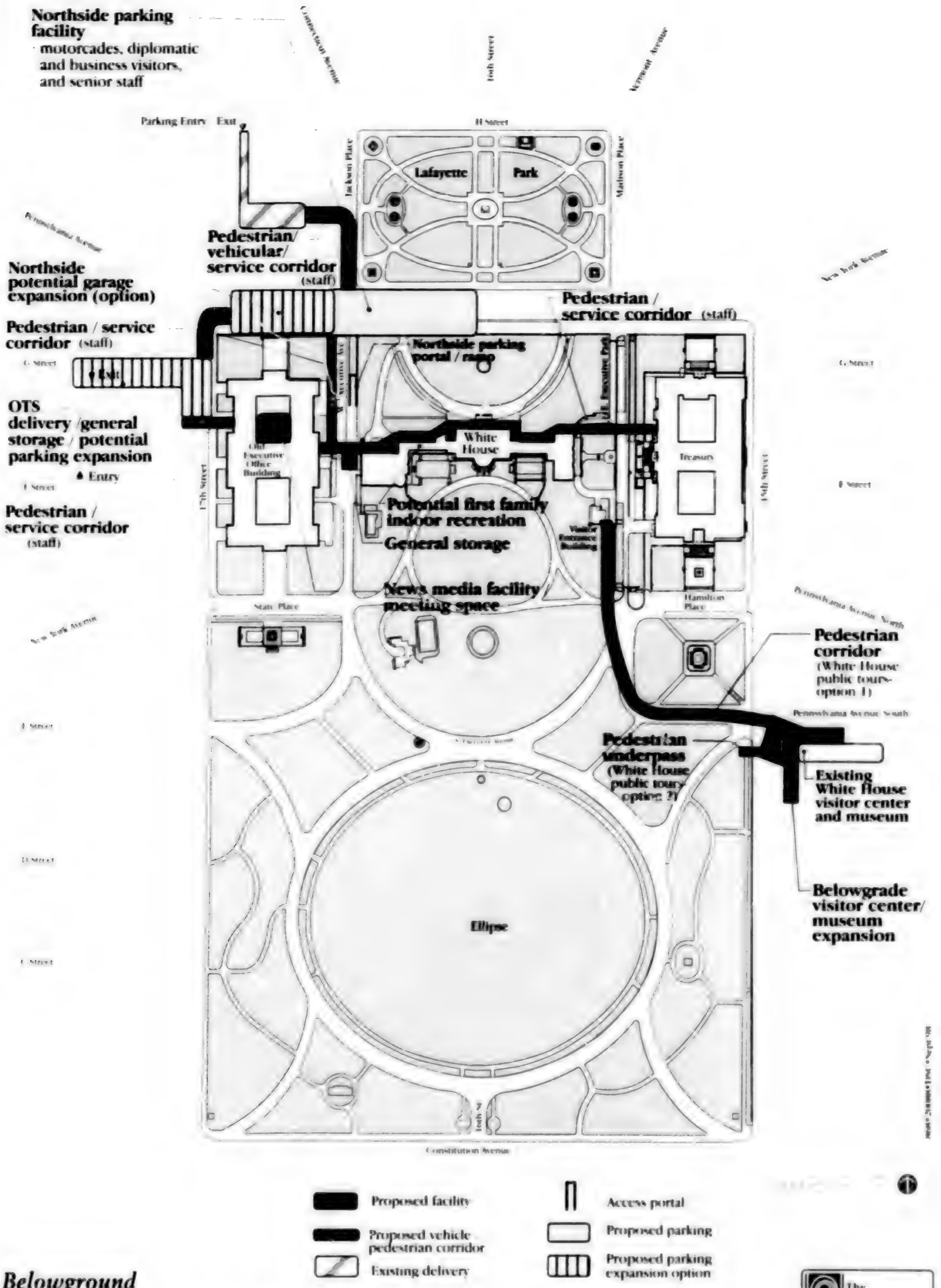
Northside parking facility
- motorcades, diplomatic and business visitors, and senior staff
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Parking Entry Exit
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Pennsylvania Avenue
Pedestrian/ vehicular/ service corridor (staff)
Northside potential garage expansion (option)
New York Avenue
Pedestrian / service corridor (staff)
Pedestrian / service corridor (staff)
G Street
Exit
Northside parking portal / ramp
Executive Ave
OTS delivery /general storage / potential parking expansion
Entry
Old Executive Office Building
White House
Treasury
F Street
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15th Street
Pedestrian / service corridor (staff)
Potential first family indoor recreation
General storage
Visitor Entrance Building
News media facility/ meeting space
State Place
Hamilton Place
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Pedestrian corridor (White House public tours- option 1)
Pennsylvania Avenue South
E Street
Pedestrian underpass (White House public tours- option 2)
Existing White House visitor center and museum
Belowgrade visitor center/ museum expansion
D Street
Ellipse
C Street
16th St
Constitution Avenue
Proposed facility
Proposed vehicle pedestrian corridor
Existing delivery
Access portal
Proposed parking
Proposed parking expansion option

Belowground

Alternative 3

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Resource Conservation and Management

As described for the proposed plan, agencies with responsibilities on the site would be encouraged to adopt a consistent stewardship and management approach to protect all cultural and natural resources within President's Park. Elements of this program would include keeping all cultural resource documentation current, and identifying, inventorying, and assessing the condition of historically significant trees and specimen plants.

Cultural Resources

A new fine and decorative arts storage area would be provided within or near the White House. Limited public access to the White House collection would be provided, with the approval of the White House curator.

A comprehensive study of probable archeological resources would be prepared, as described for the proposed plan. Archeological recording and monitoring of any ground disturbances, such as construction, would also be conducted on a project-by-project basis. The archeological resource collection would be available for research and interpretation.

Plant Materials

As described for the proposed plan, a comprehensive landscape management plan would be prepared.

Impacts on plants materials and soils would be monitored, and corrective actions taken as needed. All significant plant material damaged or lost through natural causes or development actions within President's Park would be replaced with specially propagated stock.

Home and Office of the President

Executive Residence

First Family Recreation

The west colonnade would be returned to use by the first family as an indoor multipurpose recreation space.

Support Functions

Approximately 8,000 square feet of general storage for the Executive Residence would be provided in the Office of Thrift Supervision building (one block west of the Old Executive Office Building), with an additional 2,000 square feet under West Executive Avenue.

The grounds maintenance facility would be redesigned within its existing footprint. Utilities would be replaced and relocated.

Executive Office Support Services

Visitor Arrivals

Guests and official visitors would have access to the West Wing from West Executive Avenue by way of State Place or the northside parking facility. Similar to the proposed plan, a visitor arrival area would be provided under West Executive Avenue. There would be no access by way of the former E Street alignment except for motorcades and other limited official uses.

Meeting/Conference Space

Meeting space would be developed in the internal north court of the Old Executive Office Building, provided that such a facility could be developed above- or belowgrade without adversely impacting the building's historical integrity.

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Access and Parking

Motorcades, Diplomatic and Business Visitors, and Staff. A total of 1,140 replacement parking spaces would be provided.

(1) On the north side, as described for the proposed plan and alternative 1, a 290-space parking facility for motorcades, diplomats, business visitors, and senior staff would be constructed under Pennsylvania Avenue. A pedestrian corridor would connect the facility to the West Wing. Vehicle access would be by way of H Street and the New Executive Office Building (with a vehicle corridor to the garage) and by way of 17th Street and State Place to West Executive Avenue (with a portal at the north end of West Executive Avenue). Motorcade and diplomatic access would continue at surface entrances to the White House.

(2) An additional 200 parking spaces would be provided under one of the following options (traffic constraints would not permit both options to be implemented):

- ○ Expand existing parking on the two lower levels of the Office of Thrift Supervision, and construct below-ground pedestrian and service corridors to the Old Executive Office Building. Vehicles would enter from F Street and exit onto G Street.

or

- ○ Expand the northside parking facility to the west. This addition would be separate from the 290-space garage, and access would be by way of the Office of Thrift Supervision and a new vehicular corridor.

(3) Another 650 parking spaces would be provided for other White House staff by either leasing or constructing a new facility within a 10-minute walk of the White House complex. A shuttle for White House staff could be provided from a permanent parking facility to the complex if needed or desired.

As this alternative was implemented, interim staff parking spaces would be leased in areas adjacent to the White House and President's Park (from 19th Street to 13th Street and up to I Street). Leased spaces would be in mixed-use parking facilities that operate around the clock. Leases would likely be parking permits and not for designated spaces.

Before undertaking detailed planning for long-term staff parking, various strategies to address parking needs would be evaluated, for example, encouraging the use of alternative modes of transportation, identifying specific parking garage locations, looking in detail at operations and management, determining funding availability, and phasing implementation strategies.

Deliveries. Deliveries on the west side would be made at existing street-level loading docks in the Office of Thrift Supervision, with access from F Street. Materials would be transported through the underground service corridor to the White House complex.

Staff Circulation

A staff circulation corridor for east/west access across the site from the Old Executive Office Building to the Treasury Building would be constructed, as described for the proposed plan.

News Media Facilities

News media facilities would be provided in the north courtyard of the Old Executive

Office Building in conjunction with the meeting/conference facility. Facilities would accommodate the same functions as described for the proposed plan. Media personnel and small equipment would enter from Pennsylvania Avenue and would have a direct connection to the facility.

Visitor Use and Services

Information/Orientation

Signs and features at pedestrian entryways would orient visitors to President's Park.

Visitor Center

As described for the proposed plan, the existing White House visitor center in the Commerce Building would be expanded to the two lower levels to include a new museum and theaters for orienting visitors taking the public tour of the White House.

Interpretation/Education

As described for the proposed plan, the visitor center would provide a comprehensive educational experience related to all significant resources and interpretive themes of President's Park and the White House. Specialized programs and exhibits would be provided about President's Park and the White House. In contrast to alternative 2, interpretive and educational programs would occur primarily within the visitor center, rather than throughout the site. Outdoor exhibits would be minimal.

White House Tours

Two options are considered for access from the visitor center to the White House.

(1) Construct a spacious, belowground pedestrian corridor with moving walkways to the White House visitor entrance building. The corridor would connect the theaters in the lower levels of the Commerce Building to escalators (or an elevator for the physically impaired) up to the ground level for the start of the tour, similar to the option described for alternative 1. The corridor would be approximately 700′ long and take approximately three minutes to traverse. Tour participants could be cleared at the visitor center just before entering the corridor or in the visitor entrance building. The visitor entrance building would be remodeled to accommodate an escalator, an elevator, and a stairway. (To avoid any conflict with potential utility work that is being considered by the Treasury Department and that could occur south of the main Treasury Building, the route of the pedestrian corridor could be changed slightly.)

or

(2) Provide a 15th Street underpass to the Ellipse, with visitors then walking on the surface to the visitor entrance building.

Site Amenities

As described for alternative 1, few amenities would be available for visitors. Benches, water fountains, and trash receptacles would be appropriately placed throughout President's Park.

As described for the proposed plan, no commercial vending would be allowed on the sidewalks or curb lanes adjacent to the study area, and no food concessions or vending activities would be provided. Nearby food service facilities would be encouraged to offer menu items reflective of park themes.

Public Recreation

As described for alternative 1, active recreational uses would be discouraged by offering programs such as interpretive activities, special events, and concerts.

Special Events

Special events currently held on the Ellipse would be held on alternative sites outside the study area. Only events associated with First Amendment activities would be permitted within President's Park.

Transportation

Access and Circulation

E Street would be permanently closed to public traffic. Emergency and authorized vehicles would continue to have access along pedestrian pathways.

Public Parking

As described for the proposed plan, no surface parking would be provided. Parking would be available in nearby commercial garages and potentially in lots outside the city, with shuttle service to the Monumental Core. Like the proposed plan, the National Park Service, in cooperation with the National Capital Planning Commission and other interested parties, would continue to evaluate and help implement regional visitor parking and transit options.

Visitor Circulation and Way Finding

Shuttles in the Memorial Core area would provide access to nearby attractions, including the White House. Improvements to nearby Metro stations (Farragut West, McPherson Square, and Federal Triangle) would be encouraged. Appropriate signs, paving patterns, and streetscape design elements compatible with the *Design Guidelines* could be used to guide visitors from the stations to the White House area.

Tour Bus Management

As described for the proposed plan, the National Park Service would cooperate with the National Capital Planning Commission and the District of Columbia in developing a citywide tour bus management plan, with offsite staging for tour buses.

Tour bus dropoff and pickup points for White House public tours would be determined at a later time.

Site Management and Operations

President's Park Maintenance

As described for alternative 2, a nearby satellite maintenance facility would be developed.

As described for the other action alternatives, utilities and infrastructure would be replaced and relocated to reduce resource impacts, a landscape management plan would provide guidelines for maintenance operations, and lawn irrigation systems would either be replaced or installed.

Ellipse Steamline

The steamline would be relocated, based on the same criteria as in the proposed plan.

MITIGATING MEASURES INCLUDED IN THE ALTERNATIVES

The following mitigating measures would be applied under all alternatives to reduce construction impacts on cultural resources, vegetation, and soils. Some additional action-specific mitigating measures are also presented in the "Environmental Consequences" section, where they are more relevant to the specific impact that would be mitigated.

Cultural Resources

All proposed construction projects would require a mitigation plan and meetings onsite with contractors before work started. Excavation and construction equipment and supplies would be staged away from the site or handled in such a manner as to eliminate any threat to the integrity of resources in the project area.

Cultural Landscape

Historic roadways and walkways within historic and ceremonial sight lines would not be used to store equipment or supplies. Mitigation plans would specify how to avoid damage to important aspects of the cultural landscape during excavation and construction.

For commemorative plantings and gardens, measures to address accidental tree and plant damage, root conservation, dewatering, and drainage would be taken, including ways to avoid impacts from equipment and supply staging. (See also the discussion on vegetation below.)

Archeological Resources

Surveys, monitoring, and recordation would be conducted to mitigate the disturbance of any archeological resources. Any construction scope of work, particularly for large-scale excavations, would include this requirement, and mitigation plans would be needed before work started. Staging areas for excavation and construction equipment would avoid known archeological sites or areas of high probability.

Historic Resources

A mitigation plan would be required before any excavation or construction within or next to historic structures, districts, memorials, commemorative plantings, or historic roadway patterns and systems to show (1) how resource impacts (including those from truck routes and equipment staging) would be mitigated, and (2) how the integrity of these historic resources (including fences and trees) would be protected.

The fragile historic fabric of adjacent structures would need to be considered before any extensive excavation and construction. Foundation stability, vibration, dewatering of foundations, drainage, and similar issues would be addressed before work began. In areas of intense activity, individual buildings might require fencing, barriers, tarpaulin drape, or other temporary conservation measures.

For memorials, measures to reduce the effect of airborne pollutants, including dust and gases, would be undertaken. In areas of intense activity, individual memorials could require boxing, fencing, wrapping, tarpaulin drape, or similar temporary conservation measures.

Natural Resources

Vegetation

A vegetation survey would be conducted before construction to assess variables for each species, including the time of year and duration of disturbance, percentage of root loss, and health of the plantings.

The National Park Service would provide specifications for tree pruning and removal, general planting and transplanting of trees and shrubs, aeration, fertilization, and mulching, along with a schedule for maintenance and planting activities. A certified arborist would conduct onsite monitoring during the construction period.

Protection efforts during construction would be taken to reduce damage to trees such as the American elms. Equipment and supplies would be staged away from the trees as much as possible. The construction work area would be restricted to the minimum area needed and would avoid all significant vegetation where possible.

Tree preservation areas would be defined by fencing to protect the root area, plus vehicular barricades where needed. (The root protection area is equal to a radius of 1.5′ for each inch of the tree's diameter at breast height.) Equipment and materials storage would be prohibited in the root protection area; construction activities would not take place within this area without measures to protect the trunk and roots. Excavations would not be conducted in this area without first root pruning the affected area.

When feasible, significant plantings would be removed and stored in the NPS nursery for future replanting. The pruning and removal of trees would be monitored by a certified arborist. (See the discussion under "Plant Materials" on page 54 for additional mitigating measures.)

Because the interrelationship between soil moisture and vegetation is unknown, soil moisture would be monitored during and after construction. As a result, the capability to water the trees might be necessary if moisture sensors indicated a threatening decline in soil moisture.

Soil Compaction, Erosion Control, and Stormwater Runoff

To avoid soil compaction and related effects on vegetation and drainage, safeguards would include restricting the contractor's work area to the minimum area needed. Protective fencing around the perimeter of root zones and prohibiting the storage of materials and equipment within this zone would reduce soil compaction.

A heavy layer of bark mulch would be applied over planting areas to hold in moisture and help reduce soil compaction. Mulch also would lessen the density of compacted soil as organic matter worked its way into the soil.

For actions outside the White House grounds, the Soil Resources Management Division of the D.C. Department of Consumer and Regulatory Affairs requires an erosion control and sedimentation plan and a stormwater management plan for any ground-disturbing activities. The plans must be reviewed and approved by the department's engineers.

To minimize adverse effects from stormwater runoff and erosion, construction areas would be delineated and activities limited within reason to these areas. Techniques to slow runoff would also be implemented. Standard mitigation techniques to control erosion and stormwater runoff include revegetation, mulches, mats, netting, erosion control blankets, sand bags, silt fences, straw bales, and riprap. New technological solutions would be applied as they were developed.

OPTIONS CONSIDERED BUT REJECTED

Each alternative being considered consists of numerous individual actions. Some actions that were previously considered in the alternatives were replaced with actions that would be more compatible with the planning assumptions or program requirements for particular facilities or functions included in the plan. For example, the Treasury Building was initially considered as a potential site for the White House visitor center under alternative 2; however, further evaluation revealed that the structure would be incompatible with the requirements for the visitor center. This refinement process occurred throughout the planning process. Options that were considered and rejected are described below.

Home and Office of the President

Meeting/Conference Space

Treasury Building. The Treasury Building is a national historic landmark and is listed on the National Register of Historic Places. To avoid any adverse effects on the building's interior architectural integrity, only small meeting rooms could be accommodated. Large meeting spaces would not be possible.

Old Executive Office Building. The Old Executive Office Building is a national historic landmark and is listed on the National Register of Historic Places. All meeting rooms in this building are already fully used. To avoid any adverse effects on the structure's interior architectural integrity, no additional large meeting rooms could be constructed.

Deliveries

A delivery function was not incorporated into the proposed northside parking facility because of the location of and access to vehicle portals and the inability from a security standpoint to separate parking and delivery functions. The necessity to make daily deliveries along West Executive Avenue would be an inappropriate use for this portion of the White House complex.

Expanding the northside parking garage south towards the Old Executive Office Building was considered, with an entrance to the garage through the OEOB north courtyard. Delivery truck access into the courtyard would be difficult due to the height of the court archway and other infrastructure.

Visitor Use and Services

Visitor Center/Museum

Main Treasury Building. Even though this building would provide adequate square footage and excellent proximity to the White House, on-grade accessibility is very limited, and the interior spaces would not meet the functional area requirements for a visitor center and museum. Also, because the Treasury Building is listed on the National Register of Historic Places, its historical integrity must be protected, which would be difficult if interior spaces were changed to accommodate a visitor center function.

Metropolitan Block. This block (on 15th Street between G and F Streets) includes the National Metropolitan Bank Building, the Riggs/Albee Building, and the former

Garfinkel's Department Store. These buildings are listed on the D.C. Inventory of Historic Sites and the National Register of Historic Places. The Metropolitan Bank Building and the Riggs/Albee Building are included in the Fifteenth Street Financial Historic District; the former Garfinkel's Department Store is adjacent to the district on the east. The interior space could be used for some visitor center functions, but the structural systems restrict the size of spaces needed for a visitor center. The location is not appropriate for staging visitor tours. Visitor movement to the White House would require the construction of a passageway below the Treasury Building, which would affect the historical integrity of that structure.

Import/Export Bank (Lafayette Building). This structure is a potential historic building and is listed as part of the Fifteenth Street Financial Historic District. Adaptations to meet visitor use needs would require the removal of interior marble veneer partitions. The overall floor plan is linear, with mid-span column supports, which would prevent spaces from being opened up, thus restricting flow and use options. Although the site would allow for adequate visitor circulation, it would be impossible to separate tenant and visitor uses.

Renwick Gallery. This building, which is a national historic landmark and is listed on the National Register of Historic Places, has very limited space and could not be adaptively used as a visitor center. Since the building is northwest of the White House, it is at the end of current White House public tour flows, (visitors enter through the East Wing and exit through the north portico).

Veterans Administration Building. The Veterans Administration Building is located over the McPherson Metro station and is outside the study area. The interior spaces are linear, with long access corridors, which would restrict the creation of large functional areas required for a visitor center. Recent renovation provides space for a new cabinet-level agency. This building is listed as part of the Lafayette Square National Historic Landmark District.

Treasury Annex. This building is listed as part of the Lafayette Square National Historic Landmark District. The lower levels of the Treasury Annex were considered as a potential visitor center only because space is inadequate for a museum function. However, there are too many problems with the existing space to be useful as a visitor center.

White House Tour Access

Aboveground Shuttle. A shuttle was considered as an access option in alternative 3. A continuous flow of shuttles would leave the visitor center in the Commerce Building, with each shuttle carrying 50–70 visitors. The shuttle would travel east on E Street, turn north on 14th Street and west on Pennsylvania Avenue North, continuing west to Hamilton Place and north on East Executive Park to the visitor entrance building for the start of the tours. This option was rejected because of the potential impacts to East Executive Park, to local traffic flows, and to site security. Tour groups have to arrive consistently at the visitor entrance building so that all public tour groups can be accommodated during tour hours. However, shuttles could be repeatedly delayed by traffic and by security procedures on Hamilton Place. Also, the addition of shuttles to East Executive Park would be disruptive to pedestrian uses. Additional security personnel and measures might be required.

Transportation

Site Circulation and Streets

Pennsylvania Avenue

Two options for Pennsylvania Avenue that had been considered — depressing or narrowing the street — were rejected when the restrictions on public vehicular traffic were put in place. A third option, tunneling, had been previously rejected because of construction, operational, and aesthetic issues. Developing a parking garage below Pennsylvania Avenue was not considered until after the Pennsylvania Avenue public traffic restrictions were implemented.

Pennsylvania Avenue Pedestrian Underpasses

Before public traffic restrictions were imposed on Pennsylvania Avenue, underpasses were proposed from Jackson Place to West Executive Avenue and from Madison Place to East Executive Park for pedestrian safety reasons. These underpasses became unnecessary with the restriction of public traffic on Pennsylvania Avenue.

E Street Depression

Lowering or depressing E Street below the existing grade level was considered as an option to a tunnel. However, the continued intrusion of cars through the site, the probable amplification of traffic noise in the depression, and the challenge of designing safe, aesthetically pleasing pedestrian crossings were reasons this option was rejected. Because tunneling addressed these issues, it was preferred to a lowered roadway.

E Street Pedestrian Overpass

This alternative involved providing one or more pedestrian bridges over E Street. The bridges would have to be handicap accessible, meaning they would have to be accessible by means of a ramp or an elevator. The option was eliminated because the size of the bridge, if accessible, would be excessive and out of scale with the rest of President's Park. An accessible ramp to serve a bridge with a 15′ traffic clearance height would be over 200′ long. Such a bridge would be visually intrusive to regular pedestrians and site visitors. Although an elevator would take up less area, it would appear to be larger because it would need to be enclosed.

E Street Traffic Flows

Alternative traffic scenarios for two general traffic lanes on E Street were evaluated to determine their potential effects on surrounding traffic patterns. The following scenarios were rejected because they would create additional traffic problems on adjacent streets.

Two Lanes, One-Way Traffic: Eastbound Morning / Westbound Afternoon. Changing the direction of traffic on E Street from one-way eastbound in the morning to one-way westbound in the afternoon would result in a loss of needed eastbound capacity during the afternoon rush hour. Under this scenario usual eastbound afternoon traffic on E Street would be displaced to Constitution Avenue and H, K, and L Streets; however, H, K, and L already operate either at or over capacity (LOS E and F), making a poor situation worse. Afternoon westbound traffic on E Street would relieve some traffic on westbound K and M Streets; however, these two streets operate under capacity westbound in the afternoon. Traffic on I Street (LOS F during both morning and afternoon rush hours) would be somewhat relieved, but would likely continue to operate at or over capacity.

Two Lanes, Two-Way Traffic (One Lane Each Direction). Providing one eastbound lane and one westbound lane on E Street would negatively affect levels of service on eastbound H, K, and L Streets (LOS E and F), further diminishing levels of service on these streets, which are either at or over capacity. Constitution Avenue would remain relatively unaffected (LOS C).

Westbound streets would experience minor improvements. K and M Streets are currently operating under capacity. Adding one westbound lane to E Street would not be enough to improve the level of service on I Street (which operates at LOS F during the morning and afternoon rush hours). During the afternoon rush hour, E Street eastbound would continue to operate over capacity. Based on traffic flows before the Pennsylvania Avenue restrictions, the demand to use E Street would exceed the capacity provided by one lane in each direction.

Parking

A Privately Financed Parking Garage. Three scenarios for constructing a privately financed parking garage under the Ellipse were examined: an 883-space garage for White House staff only and two staff/public garages (1,521 spaces and 2,046 spaces). A cash flow analysis conducted by the General Services Administration (based on NPS construction costs) indicated that all three alternatives would return a negative net value and a rate of return inadequate to attract private investors. In other words, under normal circumstances, a private sector developer or financial institution would not commit capital to develop any of the three proposed scenarios.

The restraint on profitability is the high unit cost to construct the garage because of its location and environmental factors such as groundwater. Any appreciable reduction in construction cost would increase the rate of return and improve the net present value of the investment.

The smallest garage (883 parking spaces) would commit the least amount of capital to a below-market investment. This option is considered under the proposed plan and alternative 1, although the source of financing has not been specified; the other two larger garages have been rejected as noted below:

(1) Both scenarios would return a negative present value and a negative rate of return.

(2) Additional traffic congestion would most likely occur on 15th and 17th Streets because of portals into the parking garage.

(3) Large mature vegetation could be lost during construction as a result of dewatering and the extent of construction.

(4) White House tour visitors and commuters would arrive at President's Park at approximately the same time during the workweek. However, no provisions would be in place that would prevent commuters from using the garage rather than visitors.

(5) Providing a large public parking garage would not be compatible with long-range plans of the National Capital Planning Commission and the District of Columbia to encourage private vehicles to park on the perimeter of the city and use shuttles in the downtown area.

Access to an Ellipse Parking Facility. The following access options were eliminated because of potential impacts to cultural and natural resources on the Ellipse, to historic vistas, or to traffic volumes or patterns on study area streets:

Access from 15th or 17th Street
Access from Ellipse Drive
Access from the Ellipse doglegs
Access from south of Constitution Avenue
Access from E Street
Access through only one portal

Site Management and Operations

President's Park Maintenance

Lodge in Lafayette Park

The interior space is not adequate to continue to support maintenance needs at President's Park. Major renovation would be needed, enlarging the footprint of the existing building and making this an inappropriate sized structure for the park. The future of this facility is to be addressed in a long-term design for Pennsylvania Avenue.

Abandoned Fire Stations

Using fire stations that are no longer used by the city was considered inappropriate for economic reasons. The highest and best use for these structures would seem to be to adaptively reuse them in ways that would produce income for the city.

Combining Maintenance Operations for the White House Grounds and President's Park

Combining these operations at a central facility would not be practical. Each function has its own specific area of responsibility, provides different services for those areas, and has different physical and security requirements for materials and equipment, and for storing materials and supplies. No one facility could fulfill these different needs.

A COMPARISON OF ALTERNATIVES AND IMPACTS

TABLE 1: SUMMARY OF ALTERNATIVE ACTIONS

ACTION ITEMS	PROPOSED PLAN	NO ACTION
COMPREHENSIVE DESIGN	Respect the historic elements and character of President's Park and the White House as a ceremonial landscape for the staging of state events; emphasize a pedestrian-oriented experience, with no surface parking and limited vehicular traffic. Provide entryways designed to harmonize with the surrounding architectural and site vocabulary so visitors would feel they were in a special place. Protect resources and prevent additional above-grade development by using existing buildings (where adequate); optimize the size (if feasible) and number of functions in new underground facilities to avoid numerous small facilities and increased costs. Expand the visitor center in the Commerce Building to provide a full range of visitor services, including staging for White House tours and museum exhibits; improve access from the visitor center to the White House visitor entrance building. Maintain two eastbound lanes on E St., experiment with options such as timed access and crossing assistance to enhance pedestrian safety. Maintain the historic configuration of the Ellipse roadways, but allow only pedestrian uses; develop wide pedestrian paths in the side panels, providing access to gardens and meandering paths; provide a plaza in the northeast portion of the Ellipse for special events, with permanent infrastructure to reduce resource impacts.	Continue the present course of action throughout President's Park, with no comprehensive plan to address existing needs or to coordinate the development and appropriate design of elements. Stage public White House tours from the Ellipse during the summer and along the White House fence the rest of the year. Continue to allow surface parking throughout President's Park.
RESOURCE CONSERVATION AND MANAGEMENT		
Collection Management	Continue present uses of the White House collection. Provide ±2,000 square feet of storage space for fine and decorative arts within or immediately adjacent to the White House; assess extent of repairs needed for damaged items onsite and transport to conservators. Provide limited public access to the collection, with approval of the White House curator.	Continue present uses of the White House collection. Continue to store museum pieces offsite and transport to the White House when needed; assess extent of repairs needed for damaged items at offsite facility. Provide limited public access to the collection.
Memorials	Maintain all existing memorials; encourage no new memorials.	Maintain all existing memorials within President's Park. Cooperate with the Fine Arts Commission and the National Capital Planning Commission in the design and placement of new memorials authorized by Congress.
Archeological Resources	Prepare a comprehensive study of probable archeological resources. Conduct archeological recording and monitoring of any ground disturbances within the study area. Make the archeological collection available for research and interpretation.	Conduct archeological recording and monitoring on individual projects as they occurred.

ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	[illegible]
Respect traditional use patterns and site relationships; design activities to clarify and reinforce the relationship of President's Park and the White House to the presidency; provide entryways to the site, denoting it as a special place. Where possible, house all major support operations and facilities onsite. Construct a new visitor center beneath the northeast panel of the Ellipse; give visitors opportunities for in-depth educational experiences related to the history of the White House and presidency, including outdoor living history programs. Redevelop E St. as a four-lane roadway. Maintain the historic configuration of the Ellipse roadways, but allow only pedestrian uses; disperse special events around the Ellipse to reduce resource impacts.	Focus on meeting the needs of the many users of the White House and President's Park; visually integrate all site elements, emphasizing north/south views; provide entryways; redesign East and West Executive Aves. as pedestrian streets; develop plazas on the eastern and western portions of South Executive Ave. Construct a new visitor center beneath the south plaza of the Treasury Building; provide a range of interpretive, educational, and passive recreational opportunities. Tunnel E St. to unify the site. Maintain the historic configuration of the Ellipse roadways, but allow only pedestrian uses; provide a special events plaza on the Ellipse; develop the Ellipse side panels as informal gathering areas accented by trees, gardens, and meandering pathways.	Take additional measures to preserve existing cultural resources and landscapes, emphasizing a historical ambience; minimize new facility construction; provide landscaped entryways. Decentralize facilities and disperse them away from President's Park and the White House; provide meeting space and media facilities in the Old Executive Office Building. Expand the existing visitor center; provide a high-quality educational experience for visitors, with numerous opportunities to learn about significant site resources. Close E St. to traffic to unify the site. Maintain the historic configuration of the Ellipse roadways, but allow only pedestrian uses, with informal gardens in the side panels; move special events from the Ellipse to other sites in the city.	[illegible]
		RESOURCE CONSERVATION AND MANAGEMENT	
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	Collection Management
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	Memorials
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	Archeological Resources

ACTION ITEMS	PROPOSED PLAN	NO ACTION
Plant Materials and Soils	Manage and maintain resources such as turf, plant materials, and commemorative plantings. Propagate culturally or genetically significant plant material (e.g., American elms); replace all significant plant material damaged or lost through mortality or development actions with this nursery stock. Conduct an ongoing monitoring program to assess and control damage to vegetation and soils within President's Park. Prepare a comprehensive landscape management plan, including guidelines for maintenance practices.	Continue best management practices and other protective measures to protect significant resources such as the American elms.
HOME AND OFFICE OF THE PRESIDENT		
EXECUTIVE RESIDENCE		
First Family Recreation Space	Provide additional indoor recreation space either in existing space or belowground adjacent to the White House on the north; maintain existing outdoor areas.	Retain existing limited indoor and outdoor recreation spaces.
Storage Space	Provide general storage space (10,000 sq. ft.) at the east end of the northside parking garage, with a pedestrian corridor to the Executive Residence; provide additional space on the lower level of the west colonnade.	Continue onsite limited storage; store most materials offsite and transport to the White House when needed.
Grounds Maintenance	Redesign the existing maintenance facility for efficiency.	Retain existing onsite facilities for NPS grounds maintenance activities.
EXECUTIVE OFFICE SUPPORT SERVICES		
Visitor Arrivals	Continue to use multiple points for ceremonial and business arrivals. Redesign West Executive Ave. to be similar to East Executive Park, with vehicular access for official and diplomatic arrivals and pedestrian access for staff and business visitors. Provide a new arrival area below West Executive Ave. for meetings and conferences.	Continue diplomatic and business visitor arrivals at various points. Use existing aboveground reception areas.
Meeting/Conference Space	Provide state-of-the-art meeting space in a new complex below West Executive Ave.	Provide no additional meeting or conference space within the White House complex; use existing limited spaces in buildings onsite.
Staff Access, Parking, and Circulation	Provide 1,140 parking spaces to replace parking removed from West Executive Ave., East Executive Park, the Ellipse roadways, and Jackson, Madison, State, and Hamilton Pl. (in the interim, lease parking offsite): • 290 parking spaces for senior staff on two levels below Pennsylvania Ave., with access from the New Executive Office Building and West Executive Ave. • 850 spaces in a new, two-level parking facility under the Ellipse, with access from 16th St and Constitution Ave. and underground access tunnels to the northeast and northwest side panels of the Ellipse. Provide an underground pedestrian corridor on the north side of the White House, from the Old Executive Office Building, to the East and West Wings, and to the Treasury Building.	Continue to stage motorcades throughout the White House complex. Continue to allow permit parking along the Ellipse roadways and on other streets in President's Park.

Alternative 1	Alternative 2	Alternative 3	[illegible]
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	[illegible]
			HOME AND OFFICE FOR THE PRESIDENT
			[illegible]
Provide additional indoor recreation space under West Executive Ave.; maintain existing outdoor areas.	Provide additional indoor recreation space belowground to the north of the White House; maintain existing outdoor areas.	Provide additional indoor space in the west colonnade; maintain existing outdoor areas.	[illegible] Recreation Space
Provide general storage space (10,000 sq. ft.) under West Executive Ave.	Same as alternative 1.	Provide general storage space at the Office of Thrift Savings (8,000 sq. ft.) and under West Executive Ave. (2,000 sq. ft.).	Storage Space
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	Grounds Maintenance
			EXECUTIVE OFFICE SUPPORT SERVICES
Same as the proposed plan.	Same as the proposed plan *except* redesign East and West Executive Aves. as broad pedestrian streets, with vehicular access for official and diplomatic arrivals.	Provide for visitor arrivals aboveground on West Executive Ave. at the West Wing entrance. Redesign West and East Executive Aves. as broad pedestrian streets, with vehicular access for official and diplomatic arrivals.	Visitor Arrivals
Same as the proposed plan.	Same as the proposed plan.	Provide meeting space in the internal north courtyard of the Old Executive Office Building.	Meeting/Conference Space
Provide 1,310 replacement and future staff parking spaces: • 290 spaces below Pennsylvania Ave. (same as the proposed plan) • 170 parking spaces under the south plaza of Treasury to meet current and future needs (potential conflict with Treasury Department utility work south of the Treasury Building) • 850 spaces in a new, two-level parking facility under the Ellipse (same as the proposed plan) For east/west onsite circulation, provide an underground corridor (same as the proposed plan).	Provide 1,140 replacement staff parking spaces: • 290 spaces beneath the south plaza of the Old Executive Office Building and State Pl. • 850 parking spaces for other staff leased or built within a 10-minute walk of the White House complex For east/west onsite circulation, provide an underground corridor (same as the proposed plan).	Provide 1,140 replacement staff parking spaces: • 290 parking spaces under Pennsylvania Ave. (same as the proposed plan) • 200 additional spaces by expanding parking at either the Office of Thrift Savings parking garage or the northside facility • 650 parking spaces leased or built offsite for other staff For east/west onsite circulation, provide an underground corridor (same as the proposed plan).	Staff Access, Parking, and Circulation

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Action Items	Proposed Plan	No Action
Deliveries	Renovate the delivery facility (including three existing loading docks) in the New Executive Office Building, with access from H St. Provide a separate belowground delivery corridor for access to various parts of the site. Continue to allow some large-item deliveries on the surface throughout President's Park.	Continue deliveries at multiple gates and surface locations throughout the White House complex.
Utilities and Building Systems	Replace and relocate utilities and communication systems, ensuring they are efficient, environmentally sound, easy to upgrade and maintain, and incorporate recommendations from the "Greening of the White House."	Address future "greening" actions.
News Media Facilities	Upgrade existing facilities on the first floor of the west colonnade, and provide additional facilities beneath West Wing Dr. for presidential briefings and media work and storage space (10,900 sq. ft. total).	Continue to use two levels in the west colonnade for presidential briefings, as well as work and storage space for news media representatives (2,400 sq. ft. total).
VISITOR USE AND SERVICES		
Information/ Orientation	Provide visitor information and orientation at the entryways to President's Park and the visitor center, using personal services and interactive computer monitors; provide information in various languages. Coordinate the appearance of all information-related facilities in accordance with the *Design Guidelines*.	Continue to provide information/orientation by means of signs at the north and south ends of East Executive Ave., at visitor facilities, and in brochures.
Visitor Center / Museum	Expand the existing White House visitor center in Baldrige Hall to facilitate White House tours (onsite ticketing, tour staging) and to provide orientation, education, personal services, and White House Historical Association sales (60,000 sq. ft. total).	Continue to provide visitor services in the White House visitor center, including some interpretive activities and general site information. Use the visitor pavilion on the Ellipse for information, food service, and restrooms.
Interpretation/ Education	Focus the interpretive program in the visitor center, and offer various activities and programs about the White House and the presidency. Provide exhibits oriented to people of all ages, with diverse backgrounds, and speaking different languages. Conduct an active educational program about White House themes; offer programs both on- and offsite; conduct special thematic tours of the White House and its grounds.	Continue to make limited exhibits available in the visitor center and the east colonnade. Provide limited ranger-guided tours, other information programs, or outreach programs.
White House Tours	Stage tours year-round from the expanded visitor center, with access through a naturally lighted belowground corridor to a vestibule at Lily Triangle and then on the surface to the visitor entrance building (during the peak season accommodate 5,000 visitors in a two-hour period with a maximum group size of 250 and 5 minutes between groups). Make public tour tickets available year-round at the visitor center on a first-come, first-served basis; study alternative arrangements for making reservations for public tours. Continue entrance for mobility-impaired visitors through the northeast gate and the north portico.	Continue to stage tours on the Ellipse from March to September and along the White House fence during the rest of the year. Distribute public tickets for same-day tours year-round in the visitor center.

Same as the proposed plan *plus* for eastside deliveries provide two docks in the parking garage south of Treasury.	Provide a delivery facility as part of the parking garage south of the Old Executive Office Building. Continue to allow some large-item deliveries on the surface (same as the proposed plan).	Use existing street-level loading docks in the Office of Thrift Supervision, with an underground delivery corridor to the White House. Continue to allow some large-item deliveries on the surface (same as the proposed plan).	[illegible]
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	Utilities and Building Systems
Provide new and expanded media facilities under West Executive Ave. (10,900 sq. ft. total). Return the west colonnade to the use of the Executive Residence.	• Upgrade existing facilities in the west colonnade (2,400 sq. ft.). or • Upgrade first floor facilities in the west colonnade and construct a new facility under West Wing Dr. (10,900 sq. ft.).	Provide new and expanded media facilities in the internal north courtyard of the Old Executive Office Building (10,900 sq. ft.).	News Media Facilities
			VISITOR USE AND SERVICES
Same as the proposed plan.	Provide maximum visitor information and orientation at entryways and at the visitor center.	Same as the proposed plan.	Information/ Orientation
Construct a new White House visitor center (±66,000 sq. ft.) underground in the northeast section of the Ellipse.	Construct a new White House visitor center (±40,000 sq. ft.) under the south plaza of Treasury and extending along the building's west side adjacent to East Executive Ave.*	Expand the existing White House visitor center (same as the proposed plan).	Visitor Center / Museum
Focus the interpretive program at the visitor center, and offer programs both on- and offsite (same as the proposed plan); provide programs linked to presidential themes. Provide scheduled and impromptu living history programs about the presidency and the White House.	Provide a limited interpretive program in the visitor center, with numerous interpretive and educational experiences provided throughout the site, and focusing on all significant resources.	Focus a comprehensive interpretive/educational program at the visitor center; offer specialized programs and exhibits; provide minimal outdoor exhibits.	Interpretation/ Education
Stage tours from the new underground visitor center on the Ellipse (same tour capacity as for the proposed plan); connect the visitor center and the visitor entrance building by means of a pedestrian corridor. Ticketing and mobility-impaired visitors — same as the proposed plan.	Stage tours from the new underground visitor center south and west of the Treasury Building, with visitors taking escalators or elevators up to the visitor entrance building (same tour capacity as for the proposed plan). Ticketing and mobility-impaired visitors — same as the proposed plan.	Stage tours from the expanded visitor center (same as the proposed plan); provide access to the visitor entrance building by either a pedestrian corridor from the visitor center to the entrance building, or a 15th St. underpass to the Ellipse, with visitors walking to the entrance building. Ticketing and mobility-impaired visitors — same as the proposed plan.	White House Tours

* Potential conflict with utility work south of the Treasury Building.

Action Items	**Proposed Plan**	**No Action**
President's Park Site Amenities	Allow no commercial service vending on the sidewalks and curb lanes adjacent to the study area, provide no food concessions or vending activities in the park. Encourage nearby food service facilities to offer menu items reflective of park themes. Provide minimal amenities at entryways. Provide benches and other site amenities, such as shaded outdoor gathering places, in the side panels of the Ellipse.	Continue to allow street vendors adjacent to the study area, specifically on 15th and 17th St. Provide minimal site amenities; use temporary equipment (e.g., water bubblers) as necessary.
Public Recreation	Continue traditional recreational uses; encourage passive recreation; provide no permanent infrastructure for active sports.	Continue to allow passive and active recreational opportunities, including horseshoes, volleyball, informal softball and football, in-line skating, and walking.
SPECIAL EVENTS		
In President's Park (No change to First Amendment demonstrations)	Allow events that • reflect the purpose and dignity of the site • are small scale and of short duration • involve minimal commercialism • reflect U.S. society and its multiple cultures Require the prompt removal of temporary facilities for events to reduce visual and physical impacts. Redesign the northeast panel of the Ellipse and construct a permanent events plaza/performance area, with unobtrusive infrastructure. Use adjacent hard surfaces to minimize resource impacts. In addition, consider operational procedures to limit the extent of resource impacts (for example, allowing only a certain number of days for setup and takedown activities).	Allow a variety of permitted events to continue.
On the White House Grounds	Develop recommendations for special events on the White House grounds to help protect resources (in cooperation with the Executive Residence).	Continue to provide for a variety of events on the White House grounds, including treaty signings, state arrivals, Easter egg rolls, and garden tours.
TRANSPORTATION		
Access and Circulation	Maintain two public eastbound lanes on E St. (no westbound lanes) and a restricted access lane for official White House traffic; landscape the median between the restricted and public use lanes to create a more parklike setting.** Experiment with options such as timed closure and crossing assistance ro enhance the pedestrian experience and safety.	Maintain the current configuration of E St., with minor aesthetic changes.

** Some temporary interim measures could be considered because of severe traffic problems in the White House area. These measures would be analyzed in a separate environmental compliance document.

[illegible]	[illegible]	[illegible]	[illegible]
Same as the proposed plan except provide few site amenities (benches, water fountains, trash receptacles).	Same as the proposed plan except provide more developed site amenities (such as shaded outdoor gathering places and benches on the side panels of the Ellipse and restrooms).	Same as alternative 1.	[illegible]
Continue traditional recreational uses; encourage passive recreation; provide no permanent infrastructure for active sports. Discourage active recreational uses by offering programs such as interpretive activities, special events, and concerts.	Same as the proposed plan.	Same as alternative 1.	[illegible]
			SPECIAL EVENTS
Require the prompt removal of temporary event facilities (same as the proposed plan). Only allow events that are worthy of first family attendance and that reflect the site's dignity; continue all existing events, but reduce them in scale and duration; ensure that all NPS-sponsored special events are inclusive of all U.S. cultures. Disperse events around the Ellipse to allow sufficient time for turf and garden areas to recover from previous events.	The following actions would be the same as the proposed plan: • Require the prompt removal of temporary event facilities • Allow events that reflect the dignity and purpose of the site • Redesign the northeast panel of the Ellipse and construct a permanent events plaza/performance area, with unobtrusive infrastructure. Use adjacent hard surfaces to minimize resource impacts. Allow events that are similar to those currently offered, with a diminished commercial aspect.	Move special events currently held on the Ellipse to alternative sites outside the study area; allow only events associated with First Amendment activities in President's Park.	[illegible] (No changes to First Amendment demonstrations)
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	On the White House Grounds
			[illegible]
Widen E St. to four lanes between 15th and 18th (two eastbound and two westbound lanes); construct a pedestrian underpass from the Ellipse to Lily Triangle. Provide no separate White House access lane.	Tunnel E St., with portals east of 15th St. and west of 17th St.; widen the street between 17th and 18th; allow only official White House traffic at grade along the former E St. alignment.	Replace E St. with a pedestrian walkway; allow only official White House traffic along the former E St. alignment.	Access and Circulation

ACTION ISSUES	PROPOSED PLAN	NO ACTION
Public Parking	Provide no surface parking on the west side of 15th St. or the east side of 17th St. (Pennsylvania to Constitution), Ellipse roadways, East and West Executive Aves., Hamilton, State, Jackson, and Madison Pl., south side of H St., E St., and north side of Constitution Ave. Cooperate with the National Capital Planning Commission to develop a public parking and visitor transportation system for the Monumental Core.	Continue vehicle parking throughout the study area, with most spaces for staff permit parking and limited public parking available.
Public Transit	Encourage mass transit use by visitors and staff, in cooperation with other D.C. agencies.	No change.
Tour Buses	In cooperation with the National Capital Planning Commission and the District of Columbia, develop a citywide tour bus management plan, with offsite staging areas and downtown shuttle service; determine dropoff and pickup points for tour bus passengers on public tours of the White House at a later time.	Allow tour bus parking around the site, with buses parking wherever they find space, particularly along Constitution Ave. and 15th St.
SITE MANAGEMENT AND OPERATIONS		
President's Park Maintenance	Replace and relocate utilities and infrastructure to reduce resource impacts; provide guidelines for landscape maintenance operations; either replace or install lawn irrigation systems. Provide a ±4,000 sq. ft. maintenance facility in the Ellipse parking garage.	Continue to use the Hains Point maintenance facility and other offsite support services.
Steamline	Relocate the steamline based on criteria to minimize adverse impacts on park resources.	Retain steamline in existing location across the Ellipse.
FUTURE STUDIES AND PLANS		
	Visitor Use and Services: • Interpretive plan (a collaborative effort with all entities onsite) • Ethnographic study of what the White House means to all U.S. cultural groups in order to develop appropriate educational and interpretive programs *Resource Management:* Site use capacity determination (visitor experience and resource protection) *Home and Office:* Long-term parking location study *Site Management and Operations:* • Landscape management plan • Compatibility of allowing public use in the Ellipse parking garage during evenings and weekends	No additional studies.

Alternative 1	Alternative 2	Alternative 3	[illegible]
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Public Parking**
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Public Transit**
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Tour Buses**
[illegible]			
Same as the proposed plan.	Same as the proposed plan except provide a ±4,000 sq. ft. satellite maintenance facility in an existing or newly constructed facility near President's Park.	Same as alternative 2.	**President's Park Maintenance**
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**[illegible]**
[illegible]			
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	

TABLE 2: SUMMARY OF IMPACTS

IMPACT TOPIC	PROPOSED PLAN	NO ACTION
CULTURAL RESOURCES		
Impacts on the Cultural Landscape	The proposed plan would help create a unified character for the White House and President's Park by implementing the *Design Guidelines*, removing surface parking, and providing new facilities underground. Proposed actions would generally help restore the integrity of historical views from the White House across the Ellipse area to the Washington Monument and the Jefferson Memorial, but continued traffic across the park on E St. would still divide the Ellipse from the rest of President's Park and intrude on views south from the White House. Five commemorative trees on the White House grounds could be subject to damage or loss. Constructing an underground Ellipse parking facility would constitute an adverse effect as a result of new entry portals that would intrude on formal, ceremonial vistas and the permanent loss of 24 trees (during construction up to 31 trees would be at risk, depending on the construction method). Potential impacts of new surface elements (such as entrance portals to underground facilities) on the settings of nearby national historic landmarks and districts would need to be mitigated through sensitive design. To help protect the overall visual quality of President's Park, any required ventilation and emergency exit facilities would be located in areas outside the primary viewsheds and screened by landscaping and plantings.	The cultural landscape of the White House and President's Park, which is expected to be a site that reflects the dignity and authority of the executive branch of government, would continue to be compromised by vehicle parking in all available areas, traffic on E St. that divides the Ellipse from the rest of the park area, hundreds of deliveries made weekly that impart a disorganized appearance, and special events on the Ellipse that intrude on the scene sometimes for months at a time as a result of setup and takedown activities and adverse impacts to the turf. The cultural landscape would continue to include disparate elements that detract from the site's decorum. Future development could further erode the overall dignity and character of the White House and President's Park. Not addressing impacts from overuse in a coordinated fashion would contribute to a further deterioration of the site over the long term.
Impacts on Archeological Resources	Large-scale excavations throughout the site would affect archeological resources, which would be mitigated through surveys, monitoring, and recordation. Given the extent of disurbance, mitigation would be both expensive and time consuming.	Potential archeological resources would not be protected in a comprehensive fashion, with a high likelihood of resource degradation and loss over the long term.
Impacts on Historic Buildings and Structures	A more proactive resource management program for historic buildings and structures would help ensure the continued protection of the historic fabric of nationally significant resources. Excavation for the northside parking facility would require that sculptures, trees, and plant materials on the south side of Lafayette Park be temporarily barricaded and that foundation systems at Blair House and the other 19th century row houses west of Lafayette Park be strengthened and shored. Establishing new meeting/conference facilities would help relieve the overuse of historic structures and any deterioration of historic fabric. A new, onsite maintenance facility would eliminate inappropriate uses of historic structures. Security would continue to affect historic buildings and structures but could be mitigated by continued consultation between cultural resource and security agencies. Potential impacts of new surface elements on the setting of historic structures and districts would need to be mitigated through sensitive design.	The historic fabric of buildings within the complex (including the Old Executive Office Building and Treasury Building) would continue to be subject to substantial deterioration because of the need to use historic rooms and furnishings for meetings and conferences, to continually move items back and forth to offsite storage facilities, and to store items in inappropriate locations, causing safety concerns. With limited indoor recreation spaces for future first families, requests for additional space could have a cumulative adverse effect on historic resources.

ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	IMPACT TOPIC
			CULTURAL RESOURCES
Similar to the proposed plan *except* for the following: • A new entry to a belowground visitor center in the northeast part of the Ellipse, along with entrance portals to a parking/delivery facility south of the Treasury Building, would permanently intrude on formal, ceremonial vistas. Once these facilities were in place, incompatible actitivities on the surface would be reduced, but there would be more new intrusions on the southern portion of the park under this alternative than any other. • Two commemorative trees on the White House grounds could be damaged or lost. • Making E St. a four-lane roadway would substantially compromise the character of the entire area and divide the Ellipse from the rest of the park. Park lands would be used to widen the street.	Similar to the proposed plan *except* for the following: • Tunneling E St. would remove the intrusion of traffic across the site, allowing all elements of President's Park to be reconnected. Tunnel portals east and west of the park would compromise the setting of adjacent historic structures and districts. • An entrance portal in East Executive Park to a new belowground visitor center south and west of the Treasury Building would be a new element and would draw large numbers of visitors, potentially detracting from the formal nature of the site. • New parking garage portals south and east of the Old Executive Office Building would be new visual intrusions. • Creating plazas on the eastern and western portions of South Executive Ave. would change the character of the area by creating terraces, with a loss of the current park roadway appearance.	Similar to the proposed plan *except* for the following: • Closing E St. and relocating special events on the Ellipse to other sites in the city would allow the south grounds of the White House and the Ellipse area to be visually linked and would remove visual intrusions, complementing the site's formal setting (similar to alternative 2). • Two commemorative trees on the White House grounds could be damaged or lost.	**Impacts on the Cultural Landscape**
Similar to the proposed plan *except* more archeological resources would be subject to disturbance than under any other alternative.	Similar to the proposed plan *except* the locations of facilities would change.	Similar to the proposed plan *except* the locations of facilities would change.	**Impacts on Archeological Resources**
Same as the proposed plan *except* constructing a parking garage south of the Treasury Building could result in possible foundation dewatering problems and other stability questions. The entrance to a visitor center in the northeast portion of the Ellipse and potals to an E St. underpass would be within sight of the historic Treasury Building, and potential impacts would need to be mitigated through sensitive design.	Similar to the proposed plan *except* constructing a parking garage south of the Old Executive Office Building and a visitor center south and west of the Treasury Building could result in possible foundation dewatering problems and other stability questions for these historic structures. To meet public access requirements for the visitor center, some historic fabric of the south approach of the Treasury Building would be altered.	Similar to the proposed plan, *except* accommodating meeting and media functions in the interior north courtyard of the Old Executive Office Building, unless entirely belowground, would interfere with the original design of this national historic landmark and constitute an adverse effect that could not be mitigated. Any effects on the integrity of the building with the development of an underground facility would have to mitigated through design.	**Impacts on Historic Buildings and Structures**

IMPACT TOPIC	PROPOSED PLAN	NO ACTION
Fine and Decorative Arts	Short-term storage for fine and decorative arts within or immediately adjacent to the White House would reduce the potential for damage during repeated shipment of pieces. Damaged pieces could be fully assessed before being transported to a conservator.	Because of limited onsite storage and reliance on offsite facilities, items from the White House collection would continue to be transported back and forth to the site. Without proper emergency storage and stabilization, damaged pieces could potentially be further damaged during shipment. Any loss would be irretrievable.
NATURAL RESOURCES		
Geotechnical Considerations	Based on existing subsoil and groundwater data, underground construction would be possible without impact to either resource with the following requirements (depending on further site-specific studies during design): • replacement of fill with properly compacted structural fill to support foundations • spread footing foundations for moderately loaded structures; a permanent dewatering or drain system below the water table; piles driven into dense sands/gravels or bedrock for heavily loaded structures • possible need for shoring	Ongoing surface replacement activities (sidewalks and other infrastructure) could require the replacement of some fill with appropriate soils.
Impacts on Water Resources	*Surface water:* Few impervious surfaces would be constructed, with no long-term changes in stormwater volumes. Any underground structures would probably have little to no effect on surface water quantity or quality. *Groundwater:* New underground facilities would probably have little to no long-term effect on groundwater quantity or quality. The addition of minor impermeable surfaces would have a negligible effect on groundwater quantity. Thorough, site-specific groundwater wells and testing would be conducted before any construction to ensure effects would be minimized.	No effect.
Impacts on Vegetation and Soils	During construction, an estimated 42 trees would be removed: 5 on the White House grounds, 13 on West Executive Ave., and 24 on the Ellipse. Permanently removing 20 American elms on the Ellipse would represent a 9% reduction of this species in President's Park South. Approximately 52 trees would be at risk during construction: 21 trees on the White House grounds (including 5 commemorative plantings, representing 13% of these historic trees), and up to 31 trees on the Ellipse, depending on the method of construction. Mitigation measures would be applied during construction to preserve trees; disturbed areas would be resored after construction. Where possible, commemorative plantings would be removed, cared for in a nursery, and replanted in the same locations. Soil compaction and turf maintenance would be improved due to the relocation of major visitor activities. Turf impacts on the Ellipse would be eliminated by moving the steamline.	Existing vegetation patterns throughout the study area would remain. The number and location of special events and the current White House tour program would continue to provide substantial stress on trees, soils, and turf on the Ellipse. Soil degradation due to intense use would continue to affect plant materials and drainage. Resources such as the American elms on the Ellipse would receive attention in accordance with the best current practices to solve immediate problems. The steamline would continue to scar existing turf across the center of the Ellipse throughout the year.

ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	IMPACT TOPIC
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Fine and Decorative Arts**
			NATURAL RESOURCES
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Geotechnical Considerations**
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Impacts on Water Resources**
Potential impacts to vegetation and soils would be similar to the proposed plan, but slightly greater in magnitude because of the underground visitor center on the Ellipse and the east-side parking/delivery structure. During construction, about 49 trees would be removed: 17 on West Executive Ave. and 32 on the Ellipse. Most would be replaced after construction; however, permanently removing 13 American elms on the Ellipse would result in a 6% reduction of the elms in this area. Approximately 58 trees would be at risk during construction: 25 trees on the White House grounds (including 2 commemorative trees, representing 5% of these historic plantings) and up to 33 trees on the Ellipse, depending on the location of the visitor center and the method of pedestrian corridor construction.	Potential impacts to existing vegetation and soils would be less than under alternative 1 or the proposed plan. The largest losses of vegetation due to construction would be along southern East Executive Park and West Executive Ave., and south of the Old Executive Office Building (including the magnolias in the south plaza). These losses would be temporary and could be replaced after construction.	Vegetation and soil impacts would be less than under the other alternatives. Many Executive Office functions, such as meeting space, staff parking, and general storage, would be provided within existing buildings, and new development would be limited.	**Impacts on Vegetation and Soils**

IMPACT TOPIC	PROPOSED PLAN	NO ACTION
HOME AND OFFICE OF THE PRESIDENT		
Impacts on Executive Residence Operations	New indoor recreation space for the first family and staff circulation corridors would benefit future first families by helping meet needs for leisure and privacy, providing flexibility in meeting future needs, and offering a greater sense of normal living conditions for both children and adults. The first family's privacy and security needs would continue to be balanced with the public's need for access to the White House. New storage space would make staff operations more efficient and allow spaces now used for storage to be used as they were intended, reducing safety hazards. An underground corridor between the Executive Residence and the storage area would reduce interference with other operations during deliveries.	Existing problems within the Executive Residence related to privacy and onsite amenities for future first families would continue. The lack of adequate onsite storage space would still cause safety hazards, result in the costly movement of supplies and furniture, and the inappropriate use of existing spaces.
Impacts on Executive Office Support Services	New facilities for meetings, parking, delivery, and staff circulation would provide positive benefits to the Executive Office of the President by meeting current and future needs, reducing conflicts with daily operations in the Executive Residence, and protecting significant cultural resources. • Developing state-of-the-art meeting space, with infrastructure for teleconferencing, visual displays, sound, and computers, would allow meeting setups to be handled more efficiently. • Providing 1,140 replacement parking spaces would meet current needs. The 290-space northside parking facility would be immediately accessible to the White House, would offer protection from inclement weather, and would facilitate motorcade operations. An 850-space Ellipse parking facility would be nearby for staff, interim leased parking (within a 10-minute walk of the White House complex) could be perceived as being farther away and less safe; however, shuttles could be provided. Parking costs, whether for spaces in leased facilities or a new federal facility, could become the responsibility of individual employees; if the employing agency paid parking costs, the value of staff parking could be taxed. • Accommodating deliveries through a secure, centralized facility and underground service corridors would minimize present conflicts on the surface between delivery trucks, pedestrians, and parked and moving vehicles. Also, daily deliveries could be handled more efficiently. • Providing an east/west corridor for staff access between the Old Exeuctive Office Building and Treasury would reduce conflicts with daily operations in the Executive Residence and public tours.	Physical and visual congestion at the White House and President's Park by vehicles and the movement of materials and staff through public and private areas would continue to contribute to a feeling of disorganization and confusion throughout the White House complex. Meetings that could not be accommodated in limited meeting rooms would likely be held in historic rooms throughout the site, which have poor acoustics and lack appropriate infrastructure.
Impacts on News Media Facilities	Upgraded news media facilities below West Wing Dr. would provide the press additional work space and state-of-the-art infrastructure for broadcasts.	News media facilities would remain overcrowded and utilities inadequate.

ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	IMPACT TOPIC
			HOME AND OFFICE OF THE PRESIDEN
Similar to the proposed plan *except* the use of the West Executive Ave. storage facility could interfere with other residence functions, such as deliveries, because a common corridor would be used.	Same as alternative 1.	Similar to the proposed plan, *except* providing indoor recreation space for the first family in the west colonnade would be desirable because it is directly connected to the Executive Residence, is easily accessible, and is at ground level. Storage locations in the Office of Thrift Supervision and under West Executive Ave. would not be as convenient or accessible to residence staff and could interfere with other functions (such as deliveries) because a common corridor would be used.	**Impacts on Executive Residence Operations**
Similar to the proposed plan *except* for the following: • Providing 1,310 parking spaces within President's Park (the highest number of any alternative) would be the most convenient for staff and would be desirable over the long term. • An eastside parking/delivery facility would make White House operations more efficient by adding parking for diplomatic and business visitors, staff, and guests. It would also provide flexibility for motorcades and deliveries.	Similar to the proposed plan *except* for the following: • Only 290 parking spaces would be immediately accessible to the White House complex; 850 offsite spaces could be perceived as being farther away and less safe. • Delivery trucks entering the westside parking/delivery facility would have to make a 180° turn to access the portal, creating congestion for staff vehicles and delivery trucks entering at the same time.	Similar to the proposed plan *except* for the following: • Meeting space would be farther from the West Wing. • Only 490 parking spaces would be immediately accessible to the White House complex; 650 offsite spaces could be perceived as being farther away and less safe. • Deliveries through the Office of Thrift Supervision would require additional security measures.	**Impacts on Executive Office Support Services**
Similar to the proposed plan, *except* relocating news media functions to new facilities beneath West Executive Ave. would lengthen the access route for members of the press to the press secretary in the West Wing.	Upgrading media facilities in the west colonnade would not solve space or infrastructure problems. New construction and a partial remodeling of the existing facility would provide both access to the press secretary and eliminate current space and utility problems.	Providing news media facilities in the Old Executive Office Building would be farther from the press secretary in the West Wing.	**Impacts on News Media Facilities**

IMPACT TOPIC	PROPOSED PLAN	NO ACTION
VISITOR EXPERIENCE		
Impacts on Diplomatic and Business Visitors	The ambience for official visitors would be improved by the consistent use of site design elements and the absence of surface vehicle parking. An underground entrance on West Executive Ave. from the parking garage would provide more direct access for persons attending conferences.	No change. Visitors could notice a lack of consistency in design elements used throughout President's Park. Vehicle parking on the White House grounds would intrude on the formality of the setting.
Impacts on Public Visitors	All aspects of the proposed plan would increase the visitors' sense of being in a special place. Visitor information would be more readily available, procedures for public tours of the White House would be more efficient, and educational opportunities would be increased and more comprehensive. The museum function at the visitor center would provide opportunities to learn more about the history of the presidency and first families, as well as of the site. Traffic on E St. would continue to divide the park, making it somewhat difficult for visitors to appreciate the original design intent for the site as a whole, while removing parking would open up sight lines to the White House.	Expectations of first-time visitors would probably be compromised by activities and uses that do not reflect the dignity of the site. Information about activities and White House tours would be somewhat hard for visitors to find, especially after the visitor center in the Commerce Building had closed. While the visitor center would help meet information and interpretive needs, space would be inadequate for indoor staging of public White House tours or for extensively interpreting the significance of the site and the history of the presidency.
Impacts on Pedestrians	Eliminating vehicle parking and undertaking various management strategies on E St. would help reduce pedestrian/traffic conflicts. A pedestrian corridor for public tour groups from the visitor center to Lily Triangle would create a safer situation for tour visitors. Unless management strategies were implemented, illegal crossings of E Street between the Ellipse and the south fence of the White House would continue, causing traffic conflicts and safety concerns. The roadways on the Ellipse would be used as wide pedestrian paths leading to gardens and meandering paths, allowing visitors to walk at their leisure or relax. Staff within the site would benefit from the pedestrian-friendly design on West Executive Ave.	Present barriers to pedestrian movements to and through the site, including traffic and parked vehicles, would remain.
Impacts on Local Residents	Passive and active recreational uses would be allowed to continue on the Ellipse, although passive uses would be encouraged. No permanent infrastructure would be provided.	Passive and active recreational uses would be allowed to continue on the Ellipse.
Noise Impacts	Traffic noise along E Street would continue, while noise along Ellipse roadways would be reduced with the removal of traffic. Noise within the study area would increase during construction. New noise sources would result from the operation of mechanical equipment for underground facilities. Most proposed facilities would be near roadways used by traffic, so additional noise would be masked. In other areas design considerations would be taken to attenuate noise levels so there would be no additional impact on the experiences of people onsite.	The main noise source would continue to be traffic. Noise levels resulting from activities in President's Park would be similar to current noise levels. Short-term noise impacts associated with individual construction projects would continue. No new permanent noise sources would be created.

ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	IMPACT TOPIC
			VISITOR EXPERIENCE
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Impacts on Diplomatic and Business Visitors**
Similar to the proposed plan *except* the visitor center would be underground on the Ellipse and a four-lane E St. would divide the Ellipse area from the rest of President's Park, making it difficult for visitors to appreciate the original design intent for the site as a whole.	Similar to the proposed plan *except* a smaller visitor center would limit educational opportunities; consequently, outdoor exhibits, specialized programs focusing on the various resources at the site, and additional onsite and offsite interpretive programs would be used to enhance the learning experience for visitors. Tunneling E Street and creating wide pedestrian paths would unite the Ellipse with the White House grounds and the rest of President's Park, allowing visitors to appreciate the original design intent.	Similar to the proposed plan *except* visitors would be more aware of entering a special, historic district. Closing E St. and creating wide pedestrian paths would unite the Ellipse area with the White House grounds and the rest of President's Park, allowing visitors to appreciate the original design intent (similar to alternative 2).	**Impacts on Public Visitors**
The pedestrian experience would be improved by removing parked vehicles within the park, but four lanes of traffic on E St. would exacerbate existing pedestrian/vehicle conflicts. While pedestrians could use an E St. underpass, many would still cross E St. near the Zero Milestone to view the White House and take pictures. Visitors taking the White House tour would use the underground corridor directly from the visitor center to the visitor entrance building, avoiding conflicts with E St. traffic.	Tunneling E St. would permanently remove traffic hazards in the southern portion of the site. The absence of traffic and the addition of wide walkways on the Ellipse would do more to improve the quality of the pedestrian experience than under any other alternative except alternative 3. People in East Executive Park waiting to enter the visitor center could cause congestion for pedestrians in this area.	Same as alternative 2 *except* E St. would be permanently closed to traffic.	**Impacts on Pedestrians**
Active recreational uses (such as football and baseball) would be discouraged in favor of activities more in keeping with the dignity of the site (such as interpretive activities and concerts).	Same as the proposed plan.	Same as the proposed plan.	**Impacts on Local Residents**
Same as the proposed plan *except* noise levels along E St. between 15th and 17th would be slightly higher than existing levels because of the addition of two lanes of traffic. Temporary construction noise throughout President's Park would be more intensive under this alternative because of more development.	Same as the proposed plan *except* noise levels at-grade along E St. in the center of the park would be lower than they are now because traffic would be underground, but they could be higher between 17th and 18th as a result of more traffic that is closer to pedestrians and workers in nearby office buildings.	Similar to alternative 2 because of the closure of E St. *except* traffic noise would also be reduced on E St. east and west of the park because no road across President's Park would be open to traffic.	**Noise Impacts**

IMPACT TOPIC	PROPOSED PLAN	NO ACTION
SPECIAL EVENTS		
Impacts on Public Events (no impacts on First Amendment demonstrations or presidential inaugural parades)	Requiring special events on the Ellipse to meet certain criteria would help protect cultural and natural resources (such as scenic vistas). These changes could reduce the availability of events to participants, restrict sponsors from participating in events, or result in fewer activities during events. A permanent events plaza (with utilities) would increase the overall efficiency of events and provide an aesthetically pleasing setting. Removing vehicle parking and traffic from the Ellipse roadways would inprove the setting for events, but background traffic noise on E St. would continue to intrude.	Various special events, some of which would occur over long periods of time, would continue within President's Park, particularly on the Ellipse. Depending on the intensity of events and their duration, the time it takes the site to recover after events could be lengthy.
Impacts on White House Events	Events currently sponsored by the White House on the grounds would continue. New storage space, circulation corridors, and upgraded utilities would allow all events to be staged more efficiently. The staging of garden and Christmas candlelight tours would be easier because participants could be oriented at the visitor center and protected from poor weather while waiting.	Storage and work space to prepare for events would continue to be limited. Many event-related items would be stored offsite and repeatedly shuttled to and from the White House as needed. Many use conflicts, such as multiple deliveries and inadequate work spaces, would create logistical problems in preparing for and staging events.
TRANSPORTATION		
Impacts on Access and Circulation	Access to the northside parking facility would be from H St. or West Executive Ave. To prevent further congestion on H St., NEOB access should be limited to fewer than 100 vehicles during the peak hour. For access by way of West Executive Ave., traffic would use the restricted access lane on E St., with State Pl. operating as a one-way westbound street for exiting traffic to avoid additional impacts to the 17th St./New York Ave./State Pl. intersection. Access to the Ellipse parking facility at Constitution Ave. and 16th St. would cause this intersection to operate over capacity during the morning peak hour as vehicles turned onto 16th St.; Constitution now operates under capacity. E St. would remain a one-way eastbound street, and no changes are anticipated to the downtown street system. The proposed plan for E St. is not contrary to the long-term goal of reducing surface traffic within President's Park. Continued temporary closures of E St. for official events and motorcades would potentially create congestion on adjacent streets.	E St. would remain a one-way eastbound street, and no changes are anticipated to the downtown street system. Temporary closures of E St. for special events, dignitaries' arrivals or departures, and presidential movements would continue, causing greater traffic congestion on adjacent streets as drivers tried to find alternate routes.

ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	IMPACT TOPIC
			SPECIAL EVENTS
Criteria for special events would encourage quality events that were worthy of attendance by the first family and would limit the size and duration of events. Moving events to various locations around the Ellipse could require new infrastructure and utilities. Removing vehicle parking from the Ellipse roadways would improve the setting for special events, make access easier, and allow the roadways to be used during events. However, a four-lane E St. would create an unattractive and noisy background. The visitor center location would be convenient for event participants. Conversely, event attendees could interfere with White House tours and overwhelm visitor center facilities.	Similar to the proposed plan *except* types and sizes of events would be similar to those currently offered; tunneling E St. would allow for easy access and movement for event attendees, and the absence of through-traffic would provide a more pleasing background for events.	Removing special events from the Ellipse (other than First Amendment demonstrations) would cause major changes for all event organizers. Without a physical connection to the White House, some events might not be viable at another location.	**Impacts on Public Events (no impacts on First Amendment demonstrations or presidential inaugural parades)**
Similar to the proposed plan *except* the eastside parking facility could provide parking for guests, particularly for evening and important state events.	Same as the proposed plan.	Same as the proposed plan *except* all activities associated with the egg roll would take place on the White House grounds and would not extend to the Ellipse.	**Impacts on White House Events**
			TRANSPORTATION
Same as the proposed plan for access to the northside and Ellipse parking facilities. Access to the eastside parking facility would be from 15th St. and Hamilton Pl., with only right turns allowed for exiting traffic to ensure this intersection operated at acceptable levels. Providing two westbound traffic lanes on E St. (which would be used by about 13,000 vehicles per day) would not provide enough additional traffic flow to improve the level of service on I St. (which operates over capacity throughout the day) or other westbound streets (which operate under capacity). Widening E St. between 17th and 18th for four traffic lanes would eliminate on-street parking and require driveways to be relocated. Instead of widening E St., westbound traffic could be diverted to 17th St. (with restriping to create two left-turn lanes to New York Ave.), adding more traffic to 17th, which is at or over capacity.	Access to the White House complex would be more restricted than under other alternatives, with the main access for motorcades, staff parking, and deliveries by way of 17th St. and State Pl., adding to traffic problems at the 17th St./New York Ave./State Pl. intersection. As described for alternative 1, providing two westbound travel lanes in an E St. tunnel (which would be used by ±13,000 vehicles per day) would not provide enough additional traffic flow to improve the level of service on I St. (currently over capacity) and other westbound streets (under capacity). Driveways to buildings in the 1700 block of E St. would be eliminated by tunnel portals. The E St. tunnel could remain open during official White House events. During construction, eastbound traffic would be rerouted to adjacent streets, causing increased congestion during rush hours.	Access to the northside parking garage from H St. would have the same impacts as described for the proposed plan. However, access from 17th St. and State Pl. to West Executive Ave. would add to existing traffic problems at the 17th St./New York Ave./State Pl. intersection because State Pl. would have to operate as a two-way street. Access to additional parking by way of the Office of Thrift Supervision would be through existing portals onto streets with adequate capacity to handle the additional vehicles. The closure and removal of E St. would result in 12,000 vehicles per day being diverted to other east-west streets, which would compound existing traffic problems in this area during the peak periods.	**Impacts on Access and Circulation**

IMPACT TOPIC	PROPOSED PLAN	NO ACTION
Impacts on Public Parking	A total of 103 on-street, short-term parking spaces would be eliminated, representing 9% of the weekday, on-street parking supply within three blocks of the parking eliminated. An additional 506 spaces available to the public evenings and weekend days would also be eliminated, further constraining the limited on-street parking in this area.	The existing parking supply would not be affected. The public would continue to search for parking because existing on-street parking is limited.
Impacts on Public Transit, Tour Buses, the Tourmobile, and Bicyclists	There would be no effect on Metrobus or Metrorail operations. Parking locations for tour buses would be determined through citywide tour bus management planning by the National Capital Planning Commission and the District of Columbia. Short-term bus parking on 15th Street would be eliminated. Impacts of passenger dropoff and pickup locations for White House tour groups would be assessed when specific locations were determined. Tour bus operators could continue to provide drive-by views of the White House on E Street. With the closure of the Ellipse roadways to vehicles, the Tourmobile would have to be rerouted and a new loading area identified. Bicycling conditions would be similar to present conditions except the closure of the Ellipse Dr. to general traffic would improve the experience.	The following impacts would be the same as the proposed plan. • A citywide bus management plan would affect tour bus operations and parking. • Tour bus operators could continue to provide drive-by views of the White House along E St. Continued operation of the Tourmobile along the existing route would not affect traffic circulation on the site and would be convenient transportation for tourists within the Memorial Core. Conditions for bicyclists in the study area would not change.
SOCIOECONOMIC ENVIRONMENT		
Impacts on D.C. Revenues	Annual D.C. revenue losses from parking meters, parking violations, leased parking taxes, and vendor licenses/sales taxes by the fourth year of the plan would total an estimated $460,348. The estimated loss would total $10.1 million over 20 years. (These losses include leasing revenues associated with 850 offsite spaces for staff for the life of the plan). This revenue loss would contribute to the larger problem of overall D.C. revenue decline occurring primarily as a result of population and employment losses unrelated to the proposed federal action. The loss could be reduced if vendor spaces were relocated within the downtown core area.	No effects on D.C. revenues.
Impacts on Vendors	The loss of 26 of the 76 roadside vendor spaces available in the President's Park / Memorial Core area would result in an annual loss of $1.4 million in profits and $28.5 million over a 20-year period. If vendors were relocated to other downtown areas, these losses would be reduced.	No effects on vendors.

ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	IMPACT TOPIC
Similar to the proposed plan *except* 16 more on-street spaces would be eliminated along E St. between 17th and 18th to accommodate four traffic lanes.	Same as for alternative 1 (E St. would be widened between 17th and 18th Streets for the tunnel portal).	Same as the proposed plan.	**Impacts on Public Parking**
Similar to the proposed plan.	Similar to the proposed plan *except* for the following: • Five bus routes would have to be changed because the east E St. tunnel portal would preclude turns from southbound 15th St. east to Pennsylvania Ave. South. • Tour buses could not offer a drive-by view of the White House on E St. • With no surface vehicular traffic on the Ellipse or E St., bicyclists would have a better experience.	Similar to the proposed plan *except* closing E St. would prevent tour bus operators from offering drive-by views of the White House and its grounds but would improve safety for bicyclists (same as alternative 2).	**Impacts on Public Transit, Tour Buses, the Tourmobile, and Bicyclists**
			SOCIOECONOMIC ENVIRONMENT
Similar to the proposed plan *except* total annual D.C. revenue losses (by the fourth year of the plan) would total an estimated $495,400 and $10.8 million over the 20-year life of this plan. This effect would be greater than under the proposed plan because of the loss of additional parking spaces on E St. west of the park.	Similar to alternative 1 *except if* an 850-space offsite garage was built in lieu of leasing spaces, the total annual loss to the District would range from an estimated $791,514 to $900,304 because of decreased property taxes (this impact would extend beyond the life of this plan).	Similar to the proposed plan *except* annual D.C. tax revenue losses by the plan's fourth year would be an estimated $402,033, and $8.7 million over the 20-year life of the plan (including revenue losses associated with leasing 650 parking spaces offsite). If a 650-space offsite parking garage was built in lieu of leasing, total annual D.C. revenue losses would range from an estimated $643,157 to $729,282 because of decreased property taxes (this impact would continue beyond the life of this plan).	**Impacts on D.C. Revenues**
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Impacts on Vendors**

IMPACT TOPIC	PROPOSED PLAN	NO ACTION
Impacts on Local Businesses	The loss of 50 time-limited and metered parking spaces on the east side of 17th St. next to President's Park would result in minor inconveniences to nearby institutions relying on these spaces for tenants and patrons. Visitors and local users on weekends would also be affected. The possible reallocation of 850 leased parking spaces to the federal government during the life of this plan would represent a 19% reduction in available public spaces and could have an effect on area businesses and office buildings.	No effects on local businesses.
Construction and Operation Impacts	Estimated construction would total approximately $276 million over the 20-year life of the plan and would be undertaken in four phases. Other than the creation of short-term, construction-related jobs in both the metropolitan area and the District of Columbia throughout the life of the plan, there would be no significant gains in long-term employment.	No additional effects from construction and operations.
SITE MANAGEMENT AND OPERATIONS		
Impacts on Site Operations	New facilities and programs would require additional staff; however, operations could be handled more efficiently overall. A comprehensive landscape management plan would help ensure a consistent level of maintenance for all areas of President's Park.	Using historic rooms in the White House, the Old Executive Office Building, and the Treasury Building for meetings would require staff time to transport equipment and materials to and from offsite storage areas, to set rooms up, and to put them back in order.
Impacts on Maintenance	Maintenance activities would be more efficient with a maintenance and equipment storage facility as part of the Ellipse parking garage, with the removal of parking on the Ellipse, and with the development of a special events plaza. An onsite maintenance facility would reduce drive times. More informal garden areas on the Ellipse would increase site maintenance work.	Maintenance operations would be affected by the offsite location of key support services and supplies.
Impacts on Utilities	Electric, gas, telephone, and water lines under Pennsylvania Ave. would be bored beneath or temporarily relocated during construction of the parking garage and access corridors. Sewers under 15th St. and the Ellipse would also require relocation; if storm and sanitary sewers were combined, separate lines would be required for the length of the replacement. The largest line to be crossed would be the [illegible] combined storm/sanitary line that bisects the northwest corner of the Ellipse.	Utilities would be affected by individual construction projects throughout President's Park.

Alternative 1	Alternative 2	Alternative 3	Impact Topic
The loss of an additional 16 metered parking spaces between 17th and 18th along E St. (for a total loss of 65 spaces) would result in minor inconveniences to businesses, visitors, and local residents, as well as some additional revenue loss.	Similar to alternative 1 except the E St. tunnel portal on the west would also eliminate four access points along the 1700 block of E St., especially affecting local institutions (the feasibility of alternative access to Corcoran Gallery's delivery facility is unknown). Federal leases for 850 parking spaces would have the same impact as the proposed plan. Alternatively, constructing a new federal parking facility would not affect the leased parking supply.	Impacts to area businesses due to a loss of leased parking spaces would be the same as alternative 2, and due to the loss of metered spaces the same as the proposed plan. Additional traffic congestion as a result of closing E Street could make nearby office space less attractive to tenants.	**Impacts on Local Businesses**
Similar to the proposed plan, except estimated construction costs over the life of the plan would total approximately $318 million.	Similar to the proposed plan except estimated construction costs over the life the plan would total up to approximately $272 million.	Similar to the proposed plan, except estimated construction costs over the life of the plan would total up to approximately $220 million.	**Construction and Operation Impacts**
Site Management and Operations			
Same as the proposed plan.	Same as the proposed plan.	Same as the proposed plan.	**Impacts on Site Operations**
Similar to the proposed plan, except reducing the size and duration of special events, and rotating them around the Ellipse, would help minimize impacts on site resources, thus reducing staff time to rehabilitate turf and garden areas.	Impacts of a satellite maintenance facility would be similar to the proposed plan and alternative 1 except the facility would be slightly farther away, increasing staff drive times. Providing a special events plaza and removing Ellipse parking would improve operations (same as the proposed plan).	Same as alternative 2 except moving special events out of the Ellipse area would reduce staff time spent rehabilitating disturbed turf and garden areas.	**Impacts on Maintenance**
Similar to the proposed plan, but the locations of impacts would differ. Unlike the other action alternatives, no utility impacts would occur on 15th and 17th St.	Numerous utilities would be affected by the construction of an E St. tunnel, including the relocation of the 9'8" sewerline across the Ellipse. Constructing a parking/delivery facility south of the Old Executive Office Building and a visitor center south and west of the Treasury Building would also affect utilities at these sites.	Similar to the proposed plan, but the locations of impacts would differ.	**Impacts on Utilities**

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AN OVERVIEW OF THE SITE

The White House and President's Park consist of an 82-acre parcel north of the Potomac River in Washington, D.C. General boundaries run from H Street at the northern edge of Lafayette Park, east and west to Jackson and Madison Places, south to Pennsylvania Avenue, east and west to 15th and 17th streets, and south to Constitution Avenue. President's Park is adjacent to the Washington Monument, the Tidal Basin, and various other elements that make up the area known today as the Monumental Core.

The site consists of a series of general park elements: Lafayette Park on the north; the White House complex, including the Old Executive Office Building, the White House, and the Treasury Building; East Executive Park and West Executive Avenue; and President's Park South, including Sherman Park, First Division Monument, and the Ellipse.

President's Park and the surrounding lands have changed substantially since 1791. L'Enfant's original concept (later reinterpreted by Andrew Ellicott), Andrew Jackson Downing's 1851 plan, and the work of Olmsted brothers in 1935 represent the major specific plans for the property that have generally guided development over the last 200 years. Other general plans, including the 1901 plan by the Senate Park Commission (known as the McMillan plan), also have had some effect, particularly on surrounding traffic patterns, but for the most part they have continued L'Enfant's original vision. Individual projects occurring outside formal planning efforts have at times compromised that original concept; however, great care has usually been taken to preserve the context of the original idea — with President's Park as an important element in the design of the federal capital.

President's Park exists in a neighborhood containing five historic districts and over 60 sites listed as national historic landmarks or on the National Register of Historic Places. In addition, there are 41 commemorative trees and 40 monuments and memorials. The buildings within President's Park range widely in style from Georgian, to Classical Revival and Second Empire, to modernist and post-modernist. The site is also rich in historic archeological resources and has the potential to yield prehistoric resources as well. The White House museum collections compare favorably with those of international galleries.

Structures, Facilities, and Grounds

The White House Complex

Areas of the White House complex that are addressed in this document include the Executive Residence, the East and West Wings, East Executive Park, West Executive Avenue, the Old Executive Office Building (OEOB), and the Treasury Building. Various other secondary buildings and facilities within the White House grounds and office areas include maintenance structures, security installations (including a White House visitor entrance building), and various recreational facilities (including a swimming pool, tennis court, basketball hoop, putting green, and running track).

Recreational areas and private garden areas are well-screened from public view by formal and informal planting patterns. Private garden areas include the Rose Garden adjacent to the west colonnade, the Jacqueline Kennedy Garden adjacent to the east colonnade, and the Children's Garden. There are also some yard ornaments, such as an antique marble milk trough. There are 41 commemorative trees planted by various presidents and first ladies on the White House grounds, plus a boxwood hedge planted by Truman. Other memorials include a 1992 time capsule commemorating the bicentennial of the laying of the White House cornerstone, the handprints of various presidential grandchildren in the Children's Garden, as well as fountains and sculptures.

Lafayette Park

After various earlier designs, Lafayette Park was redesigned by Andrew Jackson Downing in 1851. His plan was reinterpreted by the Corps of Engineers in the 1870s and 1880s and then by the National Park Service in the 1930s. The park was redesigned from 1962 to 1970 by the architectural firm John Carl Warnecke Associates, in association with Mrs. Paul Mellon and the National Park Service. Warnecke's work recast Lafayette Park as the central focus for a national historic preservation initiative in the 1960s. Warnecke used Andrew Jackson Downing's earlier design as a framework by which to design an urban park space that would link new construction on the east and west ends of the park while providing for the preservation of significant 19th century streetscapes on Madison and Jackson Places. A lodge built about 1913 in the northeast end of Lafayette Park is now used for maintenance storage; the National Park Service closed the lodge's restroom facility in October 1997 in response to a U.S. Public Health inspection.

Ellipse

The Ellipse was originally a low-lying area and landfill. After a design by Downing, it was brought up to its present grade by 1880, when the circular drive was established. The walkways on the Ellipse tend to be informal, except for the circular drive, and they generally follow the routes of pedestrian dirt paths that have evolved over time. A visitor pavilion on the northeast quadrant of the Ellipse (built in 1994) provides visitor services and restrooms.

Two gatehouses designed by architect Charles Bulfinch ca. 1827 and originally built for the United States Capitol mark the southeast and southwest corners of the property on Constitution Avenue; they were relocated to these sites in 1880.

Roadways

Roadways in and near President's Park date from various planning efforts. The perimeter streets — H, Jackson, Madison, 15th, and 17th — are all part of L'Enfant's 1791 city plan, while Constitution Avenue was established in the 1870s as B Street over what had originally been the Washington Canal, a waterway that replaced Tiber or Goose Creek in the 1830s.

The date that Pennsylvania Avenue was cut through in front of the White House, separating Lafayette Park from the Executive Residence, is uncertain; it may have been as early as 1796 or as late as ca. 1820. East Executive Avenue was established in 1869 and closed to vehicular traffic in 1981. West Executive Avenue was established in 1871 and closed in 1945.

The general design of the north drive on the White House grounds dates from the Jackson administration (1829–37). The drive to the West Wing on the north is a result of the 1902 renovation under McKim, Meade and White; the drive follows the general route of an earlier access road to the greenhouses and other outbuildings. The present circular drive on the south lawn of the White House dates from the 1935 Olmsted plan and replaced an earlier fiddle-shaped drive.

Hamilton and State Places were initially established in conjunction with the Treasury

An aerial view of Lafayette Park, the White House, and Ellipse shows the importance of north/south views, which L'Enfant emphasized in his plan for the capital city.

expansion of the 1850s and with the construction of what is now known as the Old Executive Office Building in the 1880s. Portions of E Street were established soon after the turn of the century and expanded between 1933 and 1940 on the recommendations of the Olmsted brothers and other professionals. E Street's present status as a main arterial stems from traffic studies in the 1930s and continuing into the 1960s, which resulted in the combining of E Street and State Place into a major roadway system bisecting the site.

The circular roadway on the Ellipse (dating from the 1880s) is based on Andrew Jackson Downing's 1851 plan. Four secondary curved roadways on the corner of the Ellipse were also established during the 1880s; the northwest roadway was eliminated in the 1930s when E Street and State Place were incorporated into the municipal traffic system.

Other Site Elements

Fencing, coping, sidewalks, benches, trash receptacles, street lighting, and similar items in President's Park date from ca. 1948 to the present. The 1819 White House gates (forged by Paulus Hedl) were replaced in 1976 with reproductions based on the original design. The gate piers at the north entrances were

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originally erected in 1819–21 and moved 50′ to the east and west in 1833. Later piers were designed to match the original north elements. The boulevard lamps atop the north piers were in place by 1858.

The various monuments and similar installations in President's Park were established between 1853 and 1991. Many are illustrative of the City Beautiful movement of the late 19th and early 20th centuries. They consist of statuary, monuments, and memorial plantings.

A Summary of Significant Plans and Projects at President's Park

Major plans that have affected the development of President's Park from 1791 to present are summarized below. See appendix B for a more complete description.

Pierre Charles L'Enfant, 1791

L'Enfant's 1791 plan for the federal city (revised by Andrew Ellicott and others in 1792) is still obvious in today's city. The city was planned to rest on a series of terraces and to be oriented toward the river. Most important to L'Enfant's vision was a decentralized city, with specific locations identified for the executive, legislative, and judicial branches of government. Broad avenues would radiate from park and plaza areas, providing impressive urban and ceremonial vistas. Overlaid on this radial pattern of avenues would be a street grid system. The Mall and what would become President's Park would form a large L-shaped sward, with the axis point at the mouth of Tiber (Goose) Creek on the Potomac River. L'Enfant envisioned a palace, surrounded by stately grounds, and offices for the executive facing the river and connected to the Capitol by a broad ceremonial avenue later known as Pennsylvania Avenue. President's Park and its uninterrupted vista across the Washington Monument to the Jefferson Memorial serve as the northern arm of the Mall axis and constitute one of the major elements of L'Enfant's plan.

Thomas Jefferson, ca. 1804

Thomas Jefferson's specific plans for the White House and the adjacent grounds remain uncertain. However, it is clear that he felt L'Enfant's park to be too extensive for the president of a republic. He attempted to reduce the substantial acreage of the house site in a number of ways. He envisioned the future Lafayette Park (known then as the President's Square) as a public space more oriented to the city and its citizens than to the president. He called for a stone wall to be built around the immediate house grounds in an attempt to scale the property to the house and to separate this area from the executive office buildings to the east and west. Jefferson added east and west service additions to the house as colonnaded Palladian arcades. A vault was built for the treasury to the southeast of the house.

Some of Jefferson's schematics for the landscape survive. Drives from Pennsylvania Avenue into President's Park on the south were designed as romantic serpentine paths after English landscapers in an effort to minimize the size of the landscape. The north approach was to be more formal, with allées of trees repeating the radial lines of the streets on the north lawn with a central north-south drive approaching the north entrance. The Pennsylvania Avenue terminus at 15th Street was marked by a classical Roman triumphal arch designed by Benjamin Henry Latrobe and decorated with fasces topped with Phrygian liberty caps (ca. 1806). The lands south of the immediate grounds remained undeveloped. Jefferson also envisioned street plantings of Lombardy poplars along Pennsylvania Avenue to visually link the Capitol and the President's House. Jefferson's vision for the property dominated its development until the mid-19th century.

Andrew Jackson Downing, 1851

Downing's 1851 plan for President's Park is the first detailed development plan. While this plan respected L'Enfant's initial concepts, it also reflected Victorian approaches to design. The design for Lafayette Park continued to reflect a space more related to the surrounding neighborhood than to the White House, with a central elliptical walkway bisected on the north and south by two additional walkways curving in towards the center of the park. In the center of the park a pedestal was installed as a base for an equestrian statue of Andrew Jackson dedicated in 1853.

Downing designed the Ellipse as a broad, flat acreage bordered by a circular drive with a walk bordered by trees. The remainder of the property was evidently to be heavily planted with small wooded areas and traversed by winding walkways and paths. Downing envisioned the Ellipse as both a military parade ground and as a place for public celebrations and recreation.

It is unclear how much of the plan was initiated before Downing's death in 1852; however, portions of the Lafayette Park plan were implemented. The L'Enfant and Downing plans remained the general standard for property development until the Olmsted plan of the 1930s.

Senate Park Commission Plan (McMillan Plan), 1901

The 1901 Senate Park Commission plan (the McMillan plan) used L'Enfant's original design as a base and refined some concepts concerning the Mall and President's Park. As promoters of the City Beautiful movement of the late 19th and early 20th centuries, the commission members (consisting of Daniel H. Burnham, Frederick Law Olmsted Jr., Charles F. McKim, and Augustus Saint-Gaudens) traveled to Europe to survey works that might have influenced L'Enfant. The Treasury Building, the Executive Office Building, Downing's "Parade," and the general plan for Lafayette Park were left intact, and East and West Executive Avenues remained. However, this plan proposed that the Ellipse become a circle, and that the dogleg drives at the corners be removed; these items were never initiated. Tree plantings were designated along the east and west borders of the Ellipse, leaving the bulk of the southern property open. The plan had little specific effect on President's Park except in a general sense, acknowledging the property as an important element in the overall fabric of the Monumental Core.

McKim, Mead and White, 1902

A major renovation of the White House in 1902 changed the formal business and reception orientation of the building and grounds. The East and West Wings became primary entrance and exit points, while the north and south porticoes were used more for ceremonial functions. A drive was retained from the north to the West Wing, servicing the "temporary" office established by President Theodore Roosevelt in 1902.

Olmsted Brothers, 1935

The plan formulated by Frederick Law Olmsted Jr and his associates reemphasized the importance of the L'Enfant vistas to the south and north and called for the removal and addition of plantings to complement this concept. The Grant administration's fiddle-shaped drive immediately south of the White House was replaced by a circular roadway, with a sunken south drive running from east to west. While Olmsted concentrated on "matters

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of appearance," seclusion, and privacy for the first family, he also addressed parking, service and delivery areas, communications, circulation, and formal gardens. Olmsted particularly wanted to see the formal entrance to the White House reestablished at the north portico instead of the East and West Wings as designed by McKim, Meade and White in 1902. Olmsted's 1935 plan, based on previous work by Downing as well as L'Enfant, has served as the guide for all landscape work within the White House fence to the present day.

The Olmsted brothers discouraged the use of East and West Executive Avenues as major traffic routes. They did suggest E Street as an east/west traffic route (later reinforced by the use of State Place). Maps as early as 1932 show plans for extending E Street through the property, and by 1936–40 the roadway was in operation. When E Street was connected to freeway systems on the west in the 1960s, a major arterial thoroughfare bisected President's Park.

National Park Service, ca. 1935

Lafayette Park (renamed from Lafayette Square in 1933) was substantially reworked by the National Park Service in the 1930s. Many of the Downing-inspired serpentine secondary walks were removed and new walks installed. A new walk design, based on the original Downing scheme, was installed. Plant material was reworked, with thoughts to opening the vista to the north. The two bronze urns placed in the park in 1872 were relocated to the eastern and western edges of the park.

Truman Renovation, 1952

The grounds of the White House were changed into a construction yard between 1949 and 1952 to accommodate the extensive renovation of the mansion. As a result, the grounds required complete relandscaping, accomplished for the most part by the National Park Service. Many individual elements were replaced, removed, or relocated; however, the Olmsted plan of 1935 served as the guiding principle in restoring the grounds and the major roadways and configurations.

John Carl Warnecke Associates, 1962–69

As previously mentioned, this work focused on Lafayette Park. The 1930s walk design, based on the Downing plan, was retained, with the walks paved in brick. Two fountains were built east and west of the Jackson statue in place of the bronze urns (dating from 1872). The urns were moved to the park's central entrance on the south (where they are today).

CULTURAL AND NATURAL RESOURCES

Cultural Resources

The cultural resources associated with President's Park and Lafayette Park include the cultural landscape, archeological sites, historic districts, buildings, monuments, structures, landscapes, roadways, and plantings.

Cultural Landscape

The character of President's Park is complex, consisting of both built and natural components that have developed over 200 years. Its present ambience is created by a combination of individual elements — historic districts and buildings, monuments, structures, landscapes, roadways, and plantings — that combine to produce a special feeling and sense of place. However, the overall effect has been diminished over the years by the inconsistent use of site details and landscape treatments.

The White House and President's Park

President's Park retains its original spatial arrangements and purpose as the setting for the official home and office of the president and as a place of assembly for the nation at large. The site's architectural character conveys the importance and dignity of the presidency, while the landscape fulfills a similar role, reflecting the classical principle of decorum — the selection of building styles and sites to evoke an appropriate public message of power and respect (Calloway and Cromley 1991). As the site of the home and office of the president, this is a traditional cultural landscape and is ceremonial by design. The landscape also serves to frame L'Enfant's ceremonial vistas and to provide an appropriate setting for the executive buildings.

President's Park reflects the landscape design tradition of the early republic and a combination of French and English traditions. The Ellipse, the south lawn of the White House, and Lafayette Park act as a "sequence of open spaces," framing the White House and enhancing its grand vistas and axial relationships as set out by L'Enfant in his plan for the city. President's Park also evokes the 19th century English Romantic period, where nature no longer was seen as something to be conquered but rather as integral to the human environment — "a friendly and equal partner which could provide inexhaustible interest, refreshment and moral uplift" (Jellicoe 1987). This philosophy can be seen in curvilinear path and roadway systems, the use of various plant materials, and the picturesque and irregular massing of trees and shrubs.

The 1850s design for the Ellipse by Andrew Jackson Downing is based on this English Romantic tradition. Downing designed these large open spaces as gathering places and a point of assembly for official and unofficial uses in the center of the city — a function they continue to serve. The City Beautiful movement at the turn of the 19th century in the United States also affected President's Park by introducing a number of monuments and statuary into the landscape.

To this day, the landscape components of President's Park remain generally informal and romantic. However, the overall spatial landscape arrangement in relation to other public open spaces is formal, based on a series of classical circular and elliptical forms from north to south, widening in size and scale as

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the landscape opens to what was the original river vista, now occupied by monuments.

Even though President's Park is comprised of three separate parts (Lafayette Park, the White House grounds, and the Ellipse), they are all aesthetically linked. Within these major divisions are separate park areas with distinctive site characters, such as Sherman Park, the First and Second Division Monuments, and the Boy Scout Memorial. It is important that there be continuity among all of these discrete elements so they contribute to the overall park environment.

The Urban Setting

How one enters and moves through President's Park affects how one perceives this area. When entering the site from adjacent neighborhoods to the west, north, and east, one is aware of passing from densely developed urban streetscapes into an open area with lawns, trees, and statues before attention is drawn to the White House and its grounds. When entering the site from the south, one is aware of a gradual transition from large ceremonial and memorial spaces within the Monumental Core to President's Park and then to an urban setting. Within President's Park, one can sense the symbolism of the urban design and the reciprocal linkages to both the Monumental Core and downtown Washington.

While L'Enfant's intent — that the home of the president be the focus of broad vistas and grand approaches — was never fully realized, his conception of how President's Park relates to the city plan is still valid. Today, the basic urban design form evident in and adjacent to President's Park must be considered as a composite of landscape and architectural features, streetscapes and buildings, site-specific details and long-range views. These basic forms are articulated and tied together by major public walkways and thoroughfares. The complementary relationship between the home of the president and the city is symbolized by views toward the White House that are just as dramatic as those from the mansion's north door or the south portico. Over the past 200 years surrounding urban development has become dominant and out of proportion to the scale of the White House as a building, but the distinctive setting of the executive mansion within President's Park still emphasizes its importance.

Archeological Resources

Even though the White House and its grounds are exempted under section 107 of the National Historic Preservation Act of 1966, several formal reports have been prepared over the years (Knox 1969; Humphrey and Chambers 1977, 1984; Marshall 1975; Young 1977; Sinnott 1979; NPS, Pousson 1981; Moore and Chase 1992; and NPS, Pousson and Hoepfner 1995). Except for the 1995 overview by Pousson and Hoepfner, all have been specifically focused, and none has made conclusive findings.

Prehistorically, the site overlooked an estuarine environment, making it a prime location for habitation. Evidence of such occupation consists of prehistoric stone points, along with other flakes and artifacts, discovered in 1975 in the vicinity of the outdoor swimming pool and a stone biface and point discovered on the Ellipse in 1976.

Historic archeological information is more conclusive. The farmlands and settlements preceding the establishment of the federal city are well documented. The Pearce (later the Burnes) farm, whose lands are now a part of the President's Park, included an apple orchard and family cemetery in the vicinity of present-day Lafayette Park. The pre-Revolutionary War town of Hamburg was platted to the southwest of the property.

After the burning of the White House in 1814, some of the rubble from the interior of the building was apparently dumped on the grounds, and some material was uncovered in 1975 in conjunction with the swimming pool excavation. Material was also likely left from encampments during the Civil War and from various construction projects, including the building and removal of several ancillary structures (such as stables, vaults, cisterns, greenhouses, and privies). The southernmost grounds of the White House and the Ellipse are mainly fill; the Ellipse operated as a public dump for many years, as officials attempted to raise the terrain's grade. During nearly every major war some sort of temporary installation has been built on or adjacent to the property. Other remains have also been discovered, such as the 19th century foundations that were uncovered during the construction of the visitor entrance building on East Executive Avenue in the 1980s or the items uncovered during the installation of safety bollards south of the White House in 1990.

Historic Structures and Districts

President's Park includes five historic districts and 69 separate elements that are listed on the National Register of Historic Places, that are designated as national historic landmarks, or that are recognized by the District of Columbia. The various designations are listed in table 3; specific historic buildings are described in appendix C, and districts are shown on the Historic Districts map.

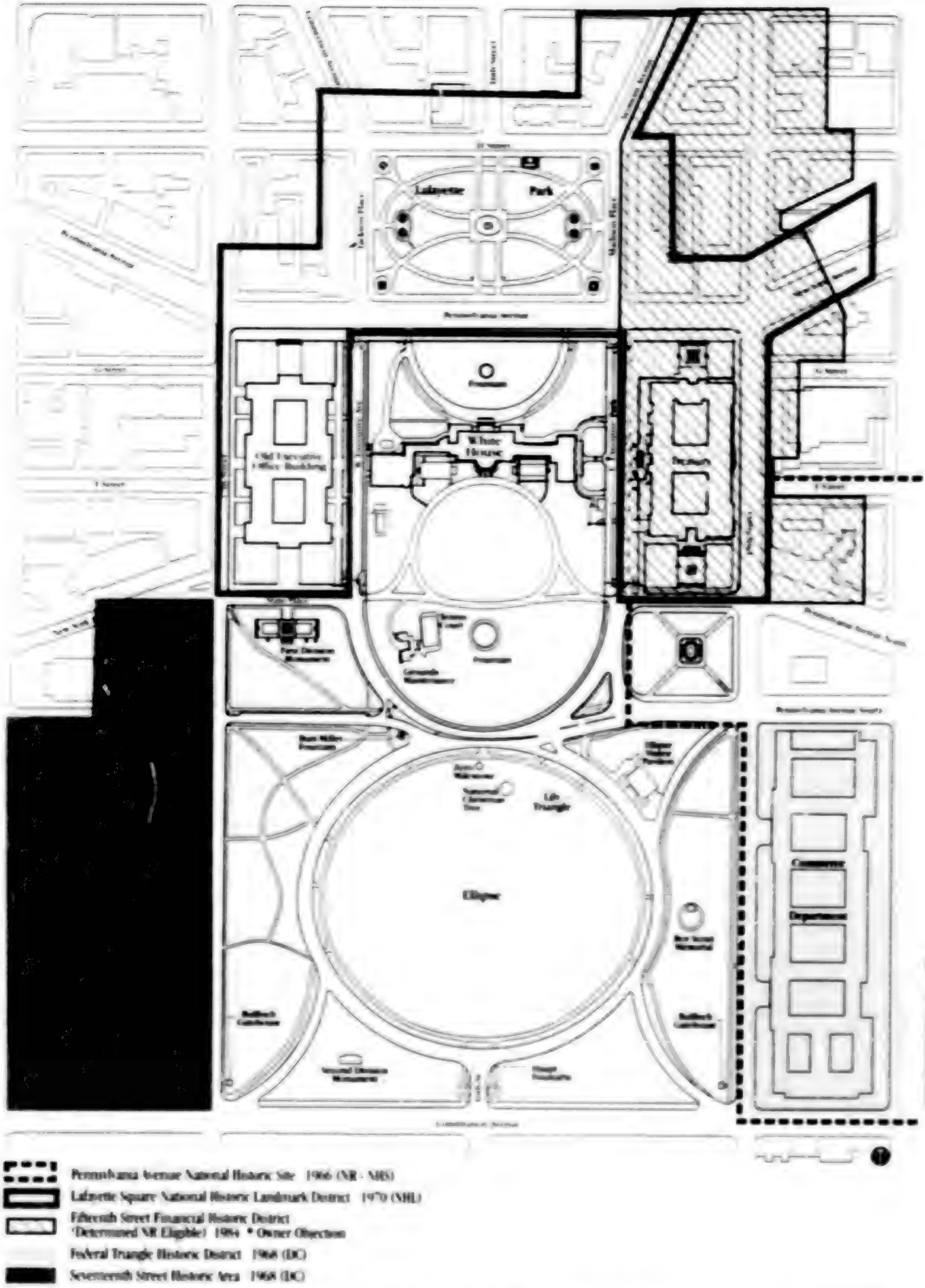
In addition, memorials, structures, and general plans within President's Park are listed or may be individually eligible for listing on the National Register of Historic Places or as national historic landmarks because of their associations with individual designers, planners, and artists (see the Memorials / Monuments map).

The historic buildings within President's Park are administered under a variety of jurisdictions — the Executive Office of the President, the Executive Residence at the White House, the General Services Administration, the U.S. Treasury Department, and the National Park Service. Each entity has separate historic preservation and curation programs for its buildings and collections.

Historic structures within an urban setting are subject to various effects, ranging from exhaust fumes and airborne pollutants to traffic vibrations. Traffic vibrations are a potential problem along H Street, particularly to those 19th century structures with brick or stone rubble foundations. It is not known if monumental structures such as Treasury Building and the Old Executive Office Building are affected by traffic on 15th and 17th Streets; due to the varied foundation systems at Treasury, such disturbance is possible. Heavy truck traffic in the courtyards of the Old Executive Office Building might also be having an undetermined effect.

White House Collection

The White House collection consists of thousands of separate items, including both decorative and fine art objects. Examples include household items such as furniture, specially loomed carpets and drapes, and china, crystal, and flatware service (including items from early administrations). Also included are one of a kind art objects and canvases by Jean Antoine Houdon, George Caleb Bingham, John Singer Sargent, James McNeil Whistler, Mary Cassatt, Claude Monet, and other nationally and internationally known artists.


Lafayette Park
White House
Old Executive Office Building
Treasury
Ellipse
Commerce Department
Pennsylvania Avenue
Madison Place
Jackson Place
Pennsylvania Avenue National Historic Site 1966 (NR - NHS)
Lafayette Square National Historic Landmark District 1970 (NHL)
Fifteenth Street Financial Historic District
'Determined NR Eligible' 1984 * Owner Objection
Federal Triangle Historic District 1968 (DC)
Seventeenth Street Historic Area 1968 (DC)

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Historic Districts

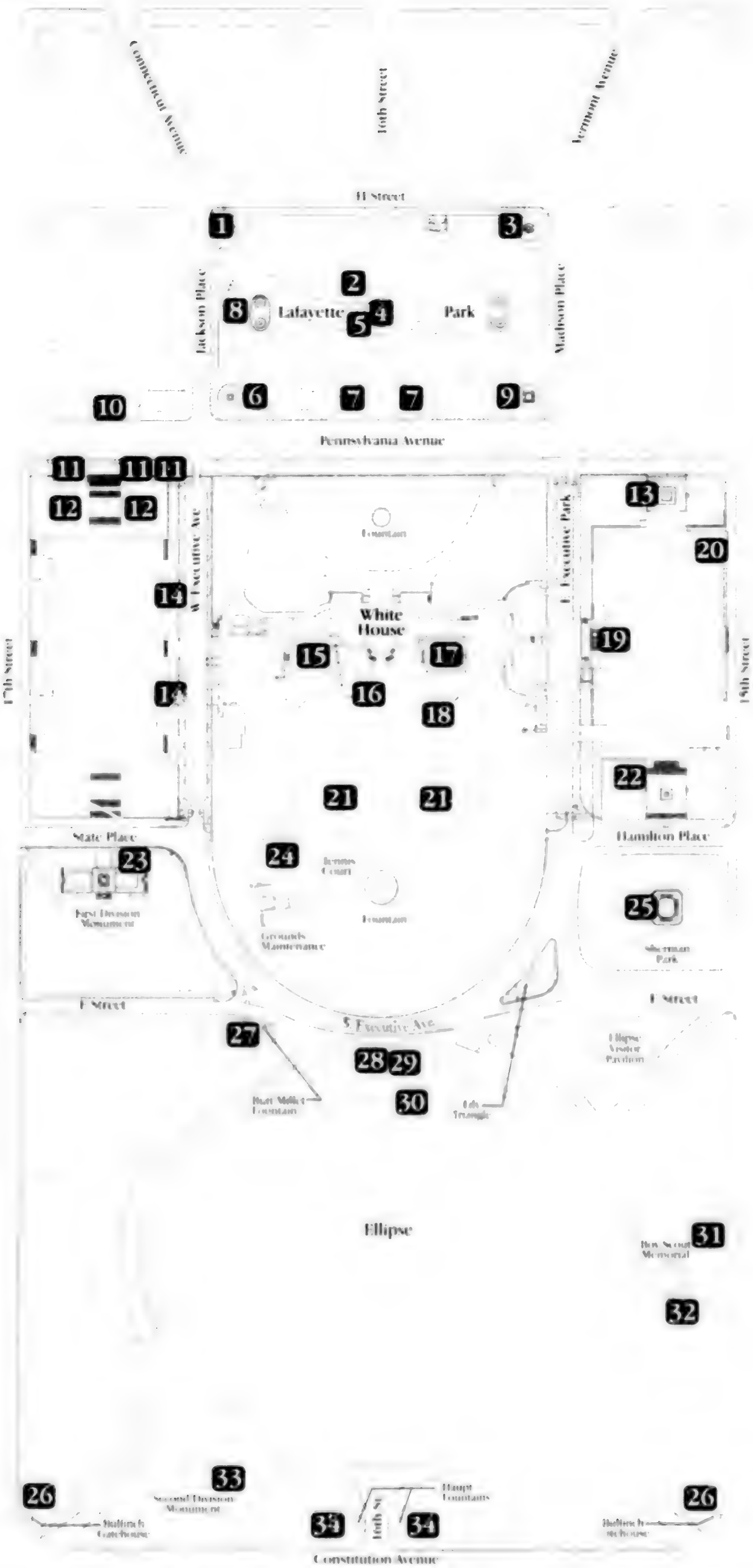
The Comprehensive Design Plan for the White House

United States Department of the Interior / National Park Service

TABLE 3: POTENTIALLY AFFECTED HISTORIC STRUCTURES, SITES, AND DISTRICTS IN AND NEAR PRESIDENT'S PARK

HISTORIC STRUCTURE, SITE, OR DISTRICT	DESIGNATION
The White House and President's Park	
Lafayette Park	
Lafayette Square National Historic Landmark District	National Register of Historic Places — 1970, National Historic Landmark — 1970; District of Columbia Historic District — 1973
Von Steuben Statue	National Register of Historic Places — 1970, 1977
Rochambeau Statue	National Register of Historic Places — 1970, 1977
Kosciuszko Statue	National Register of Historic Places — 1970, 1977
Lafayette Statue	National Register of Historic Places — 1970, 1977
Sherman Statue	National Register of Historic Places — 1978, 1980
White House Complex	
White House	National Historic Landmark — 1960
Treasury Building	National Historic Landmark — 1971
Old Executive Office Building	National Historic Landmark — 1971
President's Park South	National Register of Historic Places — 1980
First Division Monument	National Register of Historic Places — 1978
Butt-Millet Fountain	National Register of Historic Places — 1978
Zero Milestone	National Register of Historic Places — 1978
National Christmas Tree	National Register of Historic Places — 1978
District Patentees Memorial	National Register of Historic Places — 1978
Boy Scout Memorial	National Register of Historic Places — 1978
Bulfinch Gatehouses	National Register of Historic Places — 1973, 1978
Second Division Monument	National Register of Historic Places — 1978
Haupt Fountains	National Register of Historic Places — 1978
Structures and Districts Adjacent to the White House and President's Park	
Lafayette Square National Historic Landmark District	See above
Decatur House	National Historic Landmark — 1960
St. John's Church	National Historic Landmark — 1960
Ashburton House	National Historic Landmark — 1973
Blair House	National Historic Landmark — 1973
U.S. Chamber of Commerce Building	National Register of Historic Places — 1970, 1992
Treasury Annex	
Renwick Gallery	National Historic Landmark — 1971
Seventeenth Street Historic Area	District of Columbia Historic District — 1968
Corcoran Gallery of Art	National Register of Historic Places — 1971
Organization of American States Building (Pan-American Union)	National Register of Historic Places — 1969
The American Red Cross National Headquarters	National Historic Landmark — 1965
Daughters of the American Revolution Memorial Continental Hall and Constitution Hall	National Historic Landmark — 1972 and 1985
Pennsylvania Avenue National Historic Site	National Register of Historic Places — 1966; National Historic Site — 1966; District of Columbia — 1973
Fifteenth Street Financial Historic District	District of Columbia — 1981 Eligible for National Register of Historic Places — 1984
Federal Triangle Historic District	District of Columbia — 1968

NOTE: Many elements have multiple listings; for further information consult the "President's Park, Cultural Landscape Report" (EDAW 1995).



# Memorial Monument

1 Von Steuben Statue
2 Bernard Baruch Bench of Inspiration
3 Kosciuszko Statue
4 Jackson Statue
5 Jackson Cannon (4)
6 Rochambeau Statue
7 Memorial Urns (2)
8 Old Dominion Foundation Marker
9 Lafayette Statue
10 Lee House Marker, Reserve Officers Association, Blair House Markers(3), Leslie Coffelt Marker, and Entrance Gardens Marker
11 Markers: State, War & Navy Building, War Cannon, and National Register
12 Spanish-American War Cannon (2)
13 Gallatin Statue
14 Anchors (2)
15 Presidential Rose Garden
16 Time Capsule
17 Jacqueline Kennedy Garden
18 Jackson Milk Trough
19 Liberty Bell Replica
20 Webster-Ashburton Treaty Marker
21 Jefferson Mounds (2)
22 Hamilton Statue
23 First Division Monument
24 Children's Garden
25 Sherman Monument
26 Bulfinch Gatehouses
27 Butt-Millet Fountain
28 Zero Milestone
29 Civil Engineering Marker
30 National Christmas Tree
31 District Patentees Memorial
32 Boy Scout Memorial
33 Second Division Monument
34 Haupt Fountains

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Memorials / Monuments

The Comprehensive Design Plan for the White House

Little storage exists on the site for pieces from the collection, and there are no adequate facilities for the immediate securing of damaged items awaiting shipment to conservators. Because most storage is offsite, items must be repeatedly transported to and from the White House as needed, resulting in a higher potential for damage during transport and handling.

Commemorative Plantings

The 41 commemorative trees planted by presidents and first ladies on the White House grounds date from as early as 1829–37, when President Jackson planted southern magnolias near the south portico. An American elm that dated from the earlier presidency of John Quincy Adams has been reestablished with a graft of the original tree. A commemorative shrub hedge of English and American boxwood was planted by President Truman in 1952.

Natural Resources

Geology and Topography

Washington, D.C., is a region of dissimilar geologic features. The District of Columbia spans the fall line separating the Piedmont physiographic province on the northwest from the Coastal Plain province on the southeast. The fall line roughly follows Rock Creek Park, traversing northwestern Washington in a north-south direction. The Piedmont province is composed of generally hard igneous and metamorphic rock originating from sedimentary and older igneous rock. The Coastal Plain is underlain by younger, poorly consolidated sediments of silt, sand, clay, and gravel (SCS 1976; USGS 1964). President's Park is in the Coastal Plain, near the fall line.

Past investigations within and adjacent to President's Park indicate bedrock dips in a southeasterly direction across the study area. The elevation of sound bedrock varies from –30′ to –70′, with an average elevation of –40′ to –50′ (or approximately 75′ below the ground surface, depending on ground elevation). Bedrock high points could be encountered in some areas with bedrock elevations between 0 and –30′ (Schnabel Engineering Associates 1994).

President's Park occupies parts of two terraces, which in turn are part of a series of terraces that increase in elevation and age farther from the Potomac River. Lafayette Park and the north lawn of the White House occupy a higher terrace, while the rest of the site (which has been modified by fill) occupies eroded remnants of one or two more recent terraces. The higher terrace, which was subsequently named the F Street ridge, extended more or less directly east and west from the present-day site. South from the F Street ridge, the ground sloped into a low, wet area of an eroded terrace. At the south end of the site, the ground rose again to a higher elevation terrace, a remnant of which evidently formed a low bluff. Beyond this bluff was the tidal marsh at the confluence of the shallow Tiber Creek estuary with the Potomac.

The President's Park area reflects the pressures of urban density and growth. The original landform was manipulated to create an appropriate setting for the executive branch, and examples of this manipulation may be seen throughout the area.

The site was excavated and leveled to allow the construction of surrounding streets and for landscaping; as a result, the elevation of Lafayette Park is perhaps 3′ lower than it was in 1797 (NPS 1995b, 26). Another example is the north lawn of the White House, which was originally part of the F Street ridge. Most regrading of this area occurred on the west side, and cut material was used for leveling on the east side of the north lawn.

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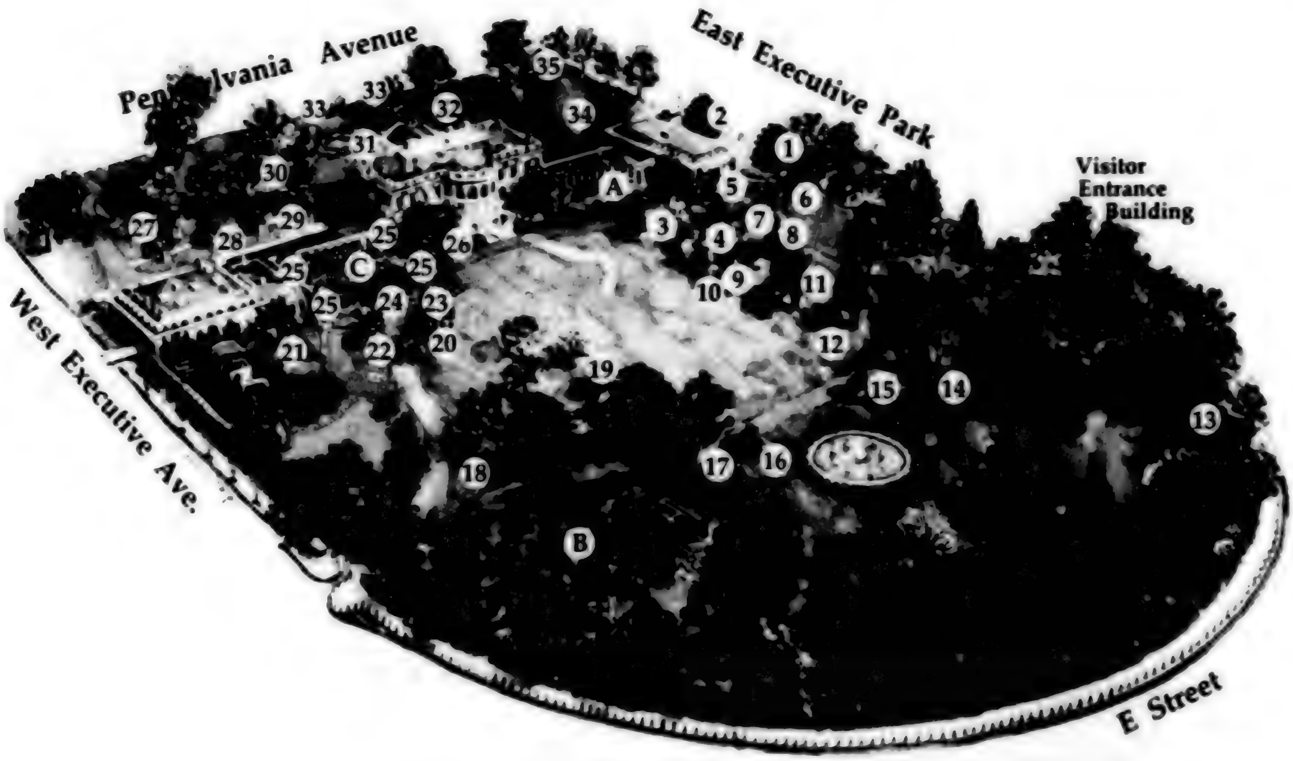

Commemorative Trees and Shrubs

1. *Southern Magnolia* - Franklin D. Roosevelt (1942)
2. *Southern Magnolia* - Warren G. Harding (1922, replanted 1947)
3. *Willow Oak* - Ronald Reagan (1988)
4. *Small-leaved Linden* - George Bush & Queen Elizabeth II (1991)
5. *White Pine* - Gerald Ford (1977)
6. *Eastern Redbud - George Bush* (1990)
7. *Northern Red Oak* - Dwight D. Eisenhower (1959)
8. *Patmore Ash* - George Bush (1989)
9. *White Dogwood* - Bill & Hillary Clinton (1995)
10. *White Dogwood* - Bill & Hillary Clinton (1996)
11. *Purple Beech* - George Bush (1991)
12. *American Elm* - John Q. Adams (original 1826, Barbara Bush 1991)
13. *White Oak* - Herbert Hoover (1935)
14. *Willow Oak* - Bill & Hillary Clinton (1993)
15. *Japanese Maple* - Rosalyn Carter (1978)
16. *Japanese Maple* - Frances Folsom Cleveland (1893)
17. *American Elm* - Bill & Hillary Clinton (1993)
18. *White Dogwood (3)* - Hillary Rodham Clinton (1994)
19. *Cedar of Lebanon* - Jimmy Carter (1978)
20. *White Oak* - Herbert Hoover (1931)
21. *Pin Oak* - Dwight D. Eisenhower (1958)
22. *Small-leaved Linden* - Bill Clinton (1993)
23. *Small-leaved Linden* - Franklin D. Roosevelt (1937)
24. *Willow Oak* - Lyndon B. Johnson (1964)
25. *Saucer Magnolia (4)* - John F. Kennedy (1962)
26. *Southern Magnolia (2)* - Andrew Jackson (1830)
27. *Sugar Maple* - Ronald Reagan (1984)
28. *Fern Leaf Beech* - Patricia Nixon (1972)
29. *Fern Leaf Beech* - Lady Bird Johnson (1968)
30. *American Elm* - Betty Ford (1975)
31. *English and American Boxwood (shrub)* - Harry S. Truman (1952)
32. *Red Maple* - Jimmy Carter (1977)
33. *White Saucer Magnolia (2)* - Nancy Reagan (1982)
34. *White Oak* - Franklin D. Roosevelt (1935)
35. *Scarlet Oak* - Benjamin Harrison (1889)

Gardens

A. *Jacqueline Kennedy Garden* (1965)
B. *Children's Garden* - Lyndon B. Johnson (1969)
C. *Rose Garden*

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White House Grounds:

Commemorative Plantings & Gardens

The Comprehensive Design Plan for the White House

United States Department of the Interior / National Park Service

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The area closest to the White House on the south side reflects some aspects of the original landform (NPS 1995b, 59). The grade is several feet lower than that of the north lawn, taking advantage of the natural terracing of the south slope. However, the uniform slope of the south lawn and the Jefferson Mounds are the result of grading and reshaping. The lower area of the south lawn (south of the existing east/west drive at the lower end of the south lawn) originally sloped more steeply toward a marshy area in the northern part of the present Ellipse. Filling in this area began as early as the 1800s.

The Ellipse consists of artificial fill underlain by alluvium, river terrace deposits, and upland gravel and sand deposited by an ancestral Potomac River. Beneath these terraces are the preconsolidated clays, silts, and sand of the Potomac group (SCS 1976).

Soils

Two soil mapping units have been identified within the study area. The Beltsville-Urban land complex (0% to 8% slopes) underlies Lafayette Park and bisects the north lawn of the White House diagonally from northeast to southwest. Udorthents underlie the southeast portion of the north lawn, the White House, the south grounds, and the Ellipse (SCS 1976).

- *Beltsville-Urban Land Complex* — Soils formed in the parent material of a silty mantle most likely deposited by wind. These moderately well-drained, nearly level to gently sloping soils occupy high elevations of the Coastal Plain.

  Approximately 20% of the complex is comprised of relatively undisturbed Beltsville soils. Another 20% has been disturbed by urbanization and covered with as much as 20" of fill. Urban land comprises approximately 40% of the complex and underlies areas covered by asphalt, concrete, buildings, and other impervious surfaces. The remaining 20% of the complex includes Bourne fine sandy loam, Chillum silt loam, Matapeake silt loam, Sassafras sandy loam, and Sassafras-urban land complex (SCS 1976).

  Although general properties are available for this complex, an onsite investigation is needed to determine the soil potentials and limitations for any proposed use. Generally, permeability and internal drainage of these soils are slow. Hazard of erosion is moderate to severe; runoff is medium to rapid. Available water capacity is moderate in relatively undisturbed areas, but is low to very low in highly urbanized areas.

- *Udorthents* — Udorthents formed in parent material that has been deposited or disturbed by man as a result of cuts and excavations. Udorthents can be found on poorly drained to somewhat excessively drained soils on floodplains, terraces, and uplands. In many areas this mapping unit is covered by structures, asphalt, concrete, and other impervious surfaces, and material was brought in to facilitate the construction of buildings, roads, railroads, recreation areas, and other development (SCS 1976).

In the southern portions of President's Park about 80% of the mapping unit consists of sandy, gravelly, clayey, silty, and micaceous soil material. The remainder of the mapping unit is organic and inorganic waste from human activity, including bricks, trash, wire, metal, boards, cinders, industrial wastes, incinerator ash, and pieces of concrete and stones. Because of the diverse composition of this unit, permeability, available water capacity, runoff, and internal drainage are quite variable (SCS 1976).

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Uncovered and nearly level areas of Udorthents containing few coarse fragments are generally high in fertility and available water capacity. As a result, potential is good for lawns, trees, ornamental shrubs, and recreation areas. Such uses are found in the Mall and in the grounds of the Capitol and the White House (SCS 1976).

Fill

The depth of fill material within the study area ranges from 2.5′ to 20′ (see table 4). The Ellipse consists entirely of late 19th century fill — clay, silt, and sand, with occasional bricks, cinders, coal, shells, and metal debris. Geotechnical sampling recorded the thickest fills near the northern part of the Ellipse and E Street, with shallower fills towards the southern Ellipse (Dames and Moore 1986; Schnabel Engineering Associates 1991, 1994). A comparison of an interpolated contour map of the site's original topography with an existing conditions map indicates that fills in the northern part of the Ellipse are 18′–20′ feet deep overlying natural soil. Toward the southern end, in the area of present-day Constitution Avenue and the former creekside bluff, the fills may be no more than 3′–7′ deep. Much of this fill was placed gradually within the Ellipse area in the 1870s, using soil as well as refuse and construction debris dumped

TABLE 4: FILL AND UNDERLAYERS IN PRESIDENT'S PARK

Location	Layer	Thickness of Layer
15th and I Street	Fill	5′–10′
	Stiff to hard silty clay and clayey silt	35′
	Dense to very dense sandy clay and gravel, sand and gravel	30′–35′
Pennsylvania Ave. and Madison Pl.	Fill	4′–8′
	Stiff to very stiff silty clay	13′–16′
	Medium dense to very dense sand and gravel	15′–19′
South of the Old Executive Office Building	Fill	11′
	Medium dense to very dense silty sand, and fine to coarse sand and gravel	54′–59′
E Street (14th St. to 17th St.)	Fill	8′–20′
	Soft clay and loose sand	3′–4′
15th and E St.	Very stiff clays and medium dense to very dense sand and gravel with clay	30′
	Topsoil	8″
Northeastern Ellipse area	Fill	19′
	Soft to loose sandy clay and silty sand	3′–4′
	Medium dense silty sand and stiff to very stiff sandy clay	10′
Southern Ellipse area	Fill	2.5′–14′
	Medium stiff to stiff silty clay with areas of granular material	15′–30′
	Dense to very dense sand and gravel	3′–7′
	Stiff to very stiff silty clay	?

SOURCE: Schnabel Engineering Associates 1991, 1994.

by citizens. By 1880 the Ellipse was at grade with the surrounding area (EDAW 1995).

Beneath the fill are layers of extremely variable materials, with texture ranging from clay to sand in the test borings. Most materials directly beneath the fill are silty clay and some sandy clay. This material ranges from loose to very stiff in consistency. A layer of dense to very dense variable textures of sand and gravel underlie the clay.

Overburden

The thickness and composition of overburden is important in determining the suitability of an area for development. Overburden is all the surface earth material overlying hard bedrock. Overburden includes soil, disturbed ground and artificial fill, alluvial and terrace deposits, colluvium, upland gravel, Coastal Plain strata, and saprolite on crystalline bedrock (SCS 1976).

Areas with thin overburden are more conducive to development that needs strong bedrock for structural support, such as utility and pipeline alignments requiring deep burial. Overburden in the study area ranges from 50′ to 100′ thick in the major portion of the area. On the eastern edge of the study area overburden ranges from 100′ to 150′ thick (SCS 1976).

Soil Compaction

Soils throughout President's Park, particularly on the Ellipse, have been subjected to major human impact, both from daily uses such as heavy foot traffic and from special events that involve the long-term use of heavy equipment and infrastructure and a large number of participants. As a result of these activities, pore space between soil particles has been reduced and soils have become compacted.

Soil compaction is a major contributing factor in the premature death of trees and other vegetation in President's Park and the Mall. Generally, soil pore space should be about 50% to allow diffusion of oxygen, water, and minerals. Water or oxygen may be available in soils, but unable to move through the soil because of compaction. As a result, trees can be suffocated by soils that do not breath or drain (MacDonald 1994).

Compacted soils also physically restrict root growth. Soil in test pits on the National Mall have been found to be "as dense as concrete." The roots of trees planted in this soil are unable to grow beyond the original planting hole, thus constricting growth. Soils in President's Park are similar (MacDonald 1994).

Climate

Washington, D.C., is about 50 miles west of Chesapeake Bay, adjacent to the Potomac and Anacostia Rivers. The summers are warm and humid and the winters cold, but not severe. Periods of pleasant weather often occur in the spring and fall. From June through August daytime temperatures average in the upper 80s; the hottest month is July, and the highest recorded temperature for July is 104°F. From December through February daytime temperatures are in the low 40s to 50s; the coldest month is January, and the coldest recorded temperature for this month is –5°F.

Precipitation is uniformly distributed throughout the year, with a normal annual rainfall of 39″. Thunderstorms can occur at any time but are most frequent during the late spring and summer; August is the wettest month of the year. Typically, thunderstorms are accompanied by gusty winds, but they are not usually severe. Tornadoes occur infrequently, but severe springtime hailstorms do occur. Tropical storms with heavy rains, high winds, and flooding also occur in the area. Average snowfall during the normal winter season (November to March) is 18". While snowfall of 10" or more in 24 hours is unusual, notable falls of more than 25" have occurred.

Air Quality

As required by the Clean Air Act, national ambient air quality standards have been established for carbon monoxide, nitrogen oxides, ozone, particulate matter, sulfur dioxide, and lead. Within the study area ambient concentrations of carbon monoxide and ozone result primarily from motor vehicle activity; emissions of nitrogen oxides and particulate matter result from mobile and stationary sources; and emissions of sulfur oxides and lead are associated mainly with various stationary sources of emissions. Even though there are no air quality monitoring stations within or adjacent to the study area (the closest monitoring station is at 21st and L Streets), pollutants most likely to be of concern near President's Park are those associated with motorized vehicles — carbon monoxide, ozone, and nitrogen oxides.

Areas not in compliance with the national standards are termed nonattainment areas by the U.S. Environmental Protection Agency. The Washington, D.C. / Maryland / Virginia Metropolitan Statistical Area is classified as a serious nonattainment area for ozone (formed from volatile organic compounds and nitrogen oxides in the presence of sunlight); the federal health standard for ozone was exceeded every year except one from 1973 to 1993. The Metropolitan Washington Air Quality Council (an organization consisting of the Metropolitan Washington Council of Governments plus St. Mary's, Charles, and Stafford Counties) has prepared plans calling for a 15% reduction in volatile organic compound emissions. The state implementation plans for improving air quality identify control measures for reducing volatile organic compounds and nitrogen oxides to comply with the national ambient air quality standards by 1999. Some of the control measures identified in the state plans include federally mandated measures such as "high-tech" inspection/maintenance, stage II vapor recovery nozzles, and stringent motor emissions standards.

In 1996 the metropolitan Washington region was redesignated as an attainment area for carbon monoxide (the area had been a moderate nonattainment area in 1990).

Water Resources

Surface Water

Water Quantity and Use. Washington, D.C., lies within the Potomac River basin. The Potomac and its main tributary, the Anacostia River, are the primary streams draining the area. The rivers form an important estuary and comprise the second largest tributary watershed emptying into Chesapeake Bay, supplying approximately one-fifth of the annual total freshwater input to the bay (DC 1992c).

The study area is within the Potomac River watershed, less than 3 miles by air from its confluence with the Anacostia. The Potomac River provides about 75% of the municipal water supply for drinking and domestic uses in the Washington metropolitan area. The Army Corps of Engineers is responsible for supplying water to the District through its Washington Aqueduct agency. Other uses include recreational, industrial, and commercial fishing. The river also absorbs effluent discharged from a number of wastewater systems (MWCOG 1993).

No perennial surface waters occur within the study area. A branch of Tiber Creek once flowed above ground from springs on the

Soldier's Home grounds and emptied into the Potomac at 17th Street and Constitution Avenue. In the 1870s the stream was placed underground as a trunk sewerline of the flush system for the Washington Canal (O'Connor 1991). The majority of the combined stormwater and sanitary sewer lines in the District were installed during this period.

Groundwater

Quantity. Current information about groundwater is limited. However, the abundance of groundwater becomes obvious during underground construction, when extensive pumping is often needed. The installation of permanent sump pumps is a frequent practice, especially in areas of river terrace deposits (DC 1992c).

A geotechnical review of subsurface conditions indicates that groundwater levels vary significantly across the study area (Schnabel Engineering Associates 1994; Dames and Moore 1986). Generally, groundwater levels are deeper in the northern sections of the study area (Lafayette Park) and shallower in the southern sections of the Ellipse. Boring data show the greatest depth below surface one block north of Lafayette Park near 15th and I Streets, where borings measured groundwater levels at 40′ to 50′ below surface elevations. Higher groundwater levels, approximately 8′ to 15′ below ground surface, were found under E Street between the northeastern portion of the Ellipse and Executive Avenue (Schnabel Engineering Associates 1994). Across the southern portion of the Ellipse, groundwater levels range from 4′ to 16′ below ground surface (Dames and Moore 1986).

Groundwater levels fluctuate as a result of variations in environmental conditions, surface drainage, and other factors (Schnabel Engineering Associates 1991). Fluctuations signify variable interbedded soils in the study area and possibly indicate old drainage patterns connected with the historic canal along Constitution Avenue. Seasonal changes in groundwater levels tend to vary as much as 5′ in the southern area of the Ellipse (Dames and Moore 1986).

Quality. Information on the quality of groundwater in the District is very limited and mostly site specific. Data primarily relate to remedial actions, such as results of site investigations of leaking underground storage tanks (DC 1992c). A cooperative effort has been implemented to gather hydrogeologic information. In 1989 a groundwater protection program was initiated, including a groundwater assessment and determination of quality. Monitoring wells have been installed to collect and analyze data (DC 1992c). Flooding or sewer overflows occur sometimes near Constitution Avenue and 14th, 15th, and 17th Streets during periods of above-average precipitation (pers. comm., Eb Strealy, Water and Sewer Utility Administration, 1996).

Floodplains

President's Park is outside the limits of the 100-year and 500-year floodplains. It is within an expansive area designated as zone C on the flood insurance rate map (Washington, D.C., Community-Panel Number 110001 0020 B, effective date: November 15, 1985). Areas of minimal flooding may occur within this zone.

Floods on the Potomac River are caused by both tidal flooding from Chesapeake Bay and upstream flood flows. Record flood flows combined with high tide elevations occurred at about the same magnitude (approximately 484,000 cfs) in 1889 and 1936. Existing flood controls in Washington were put in place as a result of the 1936 flood.

In the area of President's Park controls consist of a levee from the Lincoln Memorial to the Washington Monument and, during flood warnings, temporary closures at 23rd Street and Constitution Avenue and at 17th Street, NW, just south of Constitution Avenue. Responsibility for these closures rests with the National Park Service and involves constructing large levees with fill and sandbags. Other controls include floodgates on sewer outlets and temporary closures at P and Canal Streets, SW. These measures will contain a coincident tidal flood and river discharge of 700,000 cfs, with 1′ of freeboard, protecting downtown Washington and the White House.

If temporary closures along Constitution Avenue are not put in place or are broken through, portions of downtown Washington D.C., including southern sections of the Ellipse, could be inundated. However, the elevation of Lafayette Park, the White House and its grounds, and the northern sections of the Ellipse area would remain above the flood level (U.S. Army Corps of Engineers 1992).

Wetlands

No known wetlands exist within President's Park, although historically the southern section of the Ellipse and beyond were once creek bottoms and wetlands.

When the city was first established, Goose Creek, a large perennial stream, drained much of the city, flowing from the north to just west of where the Capitol is today and then west to the Potomac River. The creek, known locally as Tiber Creek, had a wide mouth and extended well into what is now Constitution Avenue and the National Mall. The areas surrounding the creek were low-lying and swampy (Reps 1991).

The Washington Canal replaced Tiber Creek in the early 1800s as a connection between the Potomac and Anacostia Rivers. The canal never attracted the traffic anticipated, and by 1873 the canal was converted to a trunk sewer, about the same time the Ellipse area was gradually filled. Much of the area south of the Washington Monument was created when the Tiber Creek valley was drained and filled (SCS 1976).

Vegetation

Vegetation within President's Park has been highly manipulated for over 200 years, with no resemblance to the vegetation patterns of the Coastal Plain province to the north, east, and south or to the Piedmont province to the west. The factors most influencing vegetation establishment and prosperity on the site are climate, soil type, water table, and urban stresses.

The landscape within the White House grounds and President's Park has been specifically designed and manipulated to establish and define an appropriate setting for the home and office of the president. Plantings have been selected for aesthetics, climatic control, and privacy, while landforms have been altered to create building sites, street alignments, and parklike settings.

The predominant vegetation within President's Park consists of plantings of mixed deciduous shade and canopy trees, deciduous ornamental trees, foundation plantings of evergreen and deciduous shrubs, and ground covers, including grass lawn.

Lafayette Park

Vegetation in Lafayette Park, despite the urban stresses of pollution, soil compaction, litter, damage, and vandalism, is carefully maintained and healthy. The 212 trees in the park represent a large number of native and nonnative species, but four tree species comprise over 60% of the trees: native willow oaks and American elms and exotic ginkgos (all tall spreading trees) are planted in tree wells in the sidewalks surrounding the park, while the nonnative saucer magnolias (a bush-like tree) are found throughout the interior of the park. The other tree species in the park are represented by a few specimens in informal plantings throughout the interior of the park.

White House Grounds

The White House grounds are a highly manicured landscape consisting of large expanses of turf, annual and perennial plants in formally designed beds, ground covers, flowering and evergreen shrubs, and understory and canopy trees representing native, nonnative, and ornamental species. Vegetation has been chosen for privacy and security screening, aesthetics, and commemorative purposes. The White House grounds have traditionally been maintained to a higher level than surrounding areas.

In addition to the commemorative plantings on the White House grounds (as described in the "Cultural Resources" section; see page 141), predominant deciduous tree species throughout the grounds include elms, oaks, and maples. Flowering trees include dogwoods and crab apples; evergreen species include broadleaf southern magnolias, pines, spruces, and yews. Shrubs include evergreen azaleas, boxwoods, and hollies, and deciduous forsythia, spirea, and viburnums. English ivy and wintercreeper ground covers are planted along berms and under trees throughout the grounds.

Within the White House grounds are several small-scale ornamental gardens, such as the Jacqueline Kennedy Garden on the east side, the Rose Garden on the west side, the swimming pool area, and the Children's Garden. The east and west gardens are characterized by formal, ornamental plantings, while the remaining gardens are more informally designed, with a mixture of native and ornamental species.

First Division Monument

The dominant tree species within the First Division Monument area is the American linden (approximately 77% of the trees surrounding the memorial). There is no understory layer. The vegetation is arranged in a formal pattern and is approaching maturity.

Sherman Park

Large, mature willow oaks are the dominant species in Sherman Park, with American elms and other species along adjacent streets. Formal clipped hedges and floral displays flank the four sides of the central monument, together with informal masses of azaleas at the corners of the park.

The Ellipse

On the Ellipse American elms, which were first planted in 1879–81, flank the Ellipse roadway and border 15th Street, 17th Street, and Constitution Avenue. Of the 392 trees on the Ellipse, 215 are American elms and 13 are other species of elms, representing 58% of the Ellipse trees.

American elms are a native species that is well adapted to the Coastal Plain and tolerant of urban conditions. However, Dutch elm disease continues to take its toll of 1% to 3% of the total elm population on the Ellipse annually. Urban stresses such as soil compaction (due to overuse during special events and heavy pedestrian traffic leading to poor aeration), root constraints, root abrasions (leading to infections and disease), and air pollution also lead to early mortality. To combat Dutch elm disease in the capital, the National Park Service is working with the District of Columbia, the General Services Administration, the Department of Defense, the Architect of the Capitol, and the Smithsonian Institution to develop a management program for elm trees. Post-and-chain barriers are being used to protect elms in areas of heavy pedestrian traffic. Elms that are lost in President's Park are replaced with American elms or with strains resistant to disease, such as the Washington elm *(Ulmus americana* var. *'Washington')*.

The panels to the east and west are planted with canopy and ornamental trees, shrubs, and ground covers. Trees in these areas are primarily native American lindens, plus hedge maple, star magnolia, and bald cypress (the tallest trees in the park). Tree species occurring in smaller numbers throughout the Ellipse include oaks, hackberry, Japanese pagoda, and a variety of evergreens (including pine, fir, and spruce).

Animal Species

Because the study area is in a highly disturbed urban setting, habitat is relatively poor. There are no undisturbed native vegetation types, and a wide variety of human activities occur regularly at and around the site. Other than fountains, there are no surface water bodies or flowing surface streams, and there are no fish or other aquatic life in the study area.

Common species in the study area include squirrels, pigeons, seagulls, sparrows, starlings, and Norway rats. Other species occasionally observed include raccoons, deer, peregrine falcons, and migratory birds.

Landscape maintenance activities include the management of the Norway rat in President's Park. Because rat infestation is high on adjacent properties, control methods mitigate but cannot eradicate the population. The management program includes monitoring and baiting burrows and removing overgrown vegetation. In addition, trash containers need to be modified to reduce foraging.

Several other species occur in numbers high enough to present difficulties. Pigeons and seagulls in Lafayette Park crowd walkways and leave bird droppings on benches, statuary, walkways, and plant materials. Sparrow numbers are increasing in Lafayette Park and may be inhibiting the growth of newly planted trees. Park staff currently do not administer management programs for these species.

In the past gray squirrels have damaged a significant number of trees and flowering plants in the park. The park supported as many as 150 to 200 squirrels per acre prior to a relocation program in 1985, while habitat modification decreased the number of available den sites. Past management activities also included monitoring the size and condition of the squirrel population and educating the public on the deleterious effects of feeding them. The squirrel population has stabilized at 35 to 40 animals per acre. As a result, the park staff does not need to relocate squirrels.

Threatened or Endangered Species

The Endangered Species Act of 1973 requires all federal agencies to consult with the U.S. Fish and Wildlife Service to ensure that any action authorized, funded, or carried out by the agency does not jeopardize the continued existence of listed species or critical habitat. There are no known federally listed threatened or endangered species in the area.

Site Capacity

The maximum number and level of services and functions that can be provided or accommodated within President's Park, and specifically the White House and its grounds, directly affect the preservation of resources and the character of the site. Present uses include functions related to the White House as the home and office of the president (access for public tours, official visitors, staff, and the press and media; security; and deliveries) and to President's Park as a setting for state events, national marches and demonstrations, and First Amendment activities. The fact that President's Park is in the center of a vibrant urban area means that thousands of vehicles pass alongside and through the site daily.

The number of people taking the White House public tour has fluctuated over the years. Visitation increased after World War II, and in the 1950s and 1960s it reached all-time highs, with as many as 11,000 visitors over an entire day. Currently, a daily average of 5,000 people visit the White House over a four-hour period five days a week. Thousands more use the site because of official functions and daily uses. Based on these use patterns, it appears that the current tour volume is the capacity of the house. This number could be refined in the future as a result of a visitor experience / resource protection analysis (see appendix F).

In addition to public tours, a variety of other demands are made on the White House and its infrastructure. Deliveries (from chairs and tents to flowers and food) are made daily at various entrances. Installations for special events require the removal and replacement of turf. In the case of a state visit, buses for honor guards and bands are parked on E Street and in the Ellipse area while artillery is set up on the Ellipse proper to render a 21-gun salute to the visiting head of state. Over a year's time as many as 10 such visits, along with many additional smaller affairs requiring less equipment, may also be held on the site.

Traffic and the need to provide parking has played a significant role in the evolution of the site. With the location of the Executive Residence between Georgetown and Capitol Hill, there was an early need for east/west connections across President's Park. In more recent times these roads have become major thoroughfares that bisect the park. Parking has been congested since the 19th century when large stables were built on the grounds for workers and visitors. Formal events turned the Ellipse area into a carriage lot for White House guests. The development of streets like East and West Executive Avenues and State and Hamilton Places further fragmented the site following the Civil War.

The arrival of automobiles created additional transportation problems, which were accentuated during the 1920s and 1930s by the construction of additional buildings, such as the Department of Commerce. Designers made various "improvements," including extending E Street through the southern half of the site. World War II compounded traffic and parking problems when temporary barracks were established south of the First Division Monument and elsewhere. Continuing pressure in the 1950s and 1960s by both federal government employees and the general public caused areas like the Ellipse roadways to be increasingly used as parking areas rather than formal drives. The introduction of the subway system alleviated some traffic pressure but created new problems by making the area easily accessible to large numbers of visitors.

The White House and President's Park traditionally have been a point of public assembly, both for celebration as well as to petition the president. Citizens have regularly assembled to hold vigils, to honor a new president, to mourn the death of a president, and to protest government policies as an exercise of their rights to public assembly and free speech.

During the 1960s and 1970s, Lafayette Park became a focus for demonstrating groups, even though all public portions of the site have been used for such purposes. Some demonstrators are ensconced on the curb across from the north entrance of the White House; others appear as the situation requires. Demonstrations have been the subject of various court decisions, resulting in regulations about the numbers of participants and the locations of demonstrations.

The effect of all these demands is that today many of the resources of the White House and President's Park are at their limits. A visitor experience / resource protection analysis would be needed to determine at what point use triggers resource degradation and what protective measures should be taken.

Home and Office of the President

The White House is first and foremost the home of the president and the first family. In addition, it is the site of the office of the president. Until the early 1900s various rooms on the second floor of the White House were used as the office of the president. During the administrations of Theodore Roosevelt and William Taft the office was moved from the Executive Residence to a newly created "executive office" building on the west side of the house. In 1911 President Taft began using the newly completed Oval Office.

As the home and office of the president, the White House and the surrounding grounds accommodate a variety of uses related to the presidency. Those who have lived and worked in the White House have made changes to the home itself and to the grounds and gardens. However, these changes have always been made with an eye to preserving plans and designs that have endured since 1791.

The White House began as a site where ordinary citizens could wander freely about the grounds. Those wanting to see the president sometimes came to the door unannounced and sat waiting in the first floor cross hallway. Changing conditions and increasing complexity have gradually resulted in a more structured access system, with visitors now required to enter only by appointment through security gatehouses.

Interior structural changes have occurred throughout the history of the house, reflecting the tastes of the residents as well as contemporary interior design styles and technological innovations. The house was completely refurbished in 1902. In 1927 a third floor was added. Porticos had been added to the north and south sides in the 1800s, and a balcony was added on the south side of the house during the Truman administration. Between 1949 and 1952 the structure was completely renovated to correct structural deficiencies.

The design of the grounds has also evolved, with influences varying from presidents such as Jefferson to landscape designers such as Andrew Jackson Downing and Frederick Law Olmsted Jr. These landscape designs continue to guide management of the grounds today. The Rose Garden on the west and the Jacqueline Kennedy Garden on the east provide outdoor spaces for official events and activities, while the south grounds provide the setting to formally welcome visiting heads of state.

Executive Residence

Family Space

First families currently use portions of the second and third floors of the White House as family quarters, with the ground and state floors largely reserved for official events and gatherings, as well as public tours. There is little informal space within the White House that families can use for recreation.

A theater is available for use by the first family. During the Nixon administration a single bowling lane was added in the basement area adjacent to the house. The lane is accessed through basement utility corridors and is often used for storage when not being used by first families. The indoor swimming pool installed during the Roosevelt administration was covered during the Nixon administration so this area could be used by the press corps.

Private, outdoor space for the first family is provided on the south grounds of the White House. An outdoor swimming pool, a tennis court, a small putting green, a basketball hoop with a small asphalt half court, and a narrow running track along the edge of the south grounds drive are available. Several garden areas on the south grounds provide shade and private areas for first families.

Public Access

An open, accessible White House has been a tradition at the site. This access is viewed as an important aspect of our democracy, and where possible events and staff schedules are adjusted to accommodate public tours. Public White House tours are conducted Tuesday through Saturday (for details see "Visitor Use, Services, and Experience," pages 164–167).

The privacy needs of the first family must be continually balanced with the business uses of the house and the desire for public access. To help accommodate all uses, staff of both the residence and the office of the president coordinate with tour operations. White House events can cause tours to be suspended for a day or a portion of a day. Sometimes events in one portion of the state floor allow for tours to continue, with just one or two rooms being closed to the public.

Storage

Space at the White House is inadequate for the demands required of the site. Every part of the house is used to store supplies, materials, and equipment. Makeshift workspace is often created to meet temporary needs, such as using the Family Dining Room as catering space during state dinners and arranging flowers outside in the small service drive on the east.

Items from the White House collection that are not currently in use are also stored offsite. Damaged furnishings and objects must be transported offsite for repair, increasing the possibility of further damage in transit.

Utilities

Some utilities at the site are outdated, limiting some uses. Recent projects that have updated utilities include new fire detection/suppression systems in the Executive Residence; new electrical wiring throughout the residence; renovation of the heating/air conditioning/ ventilation system; an electrical vault project, along with the replacement of transformers and electrical panels; automated systems controls for the residence; and electrical upgrades in the military facility. Utilities at the Old Executive Office Building that need updating include electrical, fire, and life safety systems.

Executive Office Support Services

The Executive Office of the President consists of 13 entities — the White House Office, the Office of the Vice President, the Council of Economic Advisors, the Council on Environmental Quality, the Executive Residence, the National Security Council, the Office of Administration, the Office of Management and Budget, the Office of National Drug Control Policy, the Office of Policy Development, the Office of Science and Technology Policy, the President's Foreign Intelligence Advisory Board, and the Office of the United States Trade Representative. The number of employees and others who work within the complex (including the New Executive Office Building) ranges from 4,000 to 4,500, of whom as many as 3,000 may be on duty in the complex at any given time.

Visitor Arrivals

Thousands of diplomatic and business visitors enter the White House complex each year; in addition, thousands of individuals attend meetings and events at the White House. Visitors use various entrances into the complex. Business visitors often enter through the East and West Wings, while ambassadors and heads of state enter through the more ceremonial north and south porticos. Dinner guests during large events often enter through the East Wing. Flexibility in access to the White House is an important attribute that is continually preserved.

Meeting Space

White House officials host hundreds of meetings each day, ranging from as few as half a dozen participants to as many as several hundred. A 1993 survey identified the lack of meeting space within the White House complex as one of the major workplace problems.

Meeting spaces within the White House complex were never designed for today's large gatherings and multimedia needs. There is limited meeting space in the West Wing, and often, historic rooms in the White House and the Old Executive Office Building are used for meetings because they are the only spaces large enough. These spaces do not have up-to-date electronic equipment needed for meetings or the flexibility to accommodate groups of varying size. This use is affecting historic furnishings and fabrics, as well as limiting or precluding public tours. Poor acoustics in the large rooms of the Old Executive Office Building affect meetings and gatherings held there.

The White House Conference Center on Jackson Place, which was constructed to address the need for meeting space, has five general use conference rooms, ranging in capacity from 10 to 100 people. The conference center is used more the 65% of the time available (100% utilization is not feasible since there are periods such as holiday weeks when the center is not fully used). The Old Executive Office Building has five meeting rooms, with capacities ranging from 24 to 220, and the New Executive Office Building has two, ranging from 30 to 100. Average use of these rooms during prime meeting times (10 A.M.–noon and 2–4 P.M.) ranges from 80% to 95% year-round, depending on the room. Smaller rooms that can only hold meetings that could be held in an office are less used; larger rooms are more heavily used. At peak times, for example, during budget preparations with the Office of Management and Budget, use is 100% for weeks on end. It is not unusual to find large groups crowded into small offices. In some cases meetings have to be canceled with no notice and participants turned away because the limited meeting space available is needed by the president or vice president at the last minute.

Staff Parking

Parking is provided for all but two of the entities that comprise the Executive Office of the President (Office of National Drug Control Policy and the United States Trade Representative). Currently, 1,400 parking permits are issued; allowing for both shift work and normal travel and leave, this number exceeds the number of parking spaces available (see table 5). In addition, parking is required by and provided for staff of the many support organizations, including the U.S. Secret Service, the General Services Administration, the National Park Service, military support staffs, contractors, a small number of other agency staff temporarily assigned to support interagency task forces housed in the study area, and entities housed in the townhouses on Jackson Place.

Various functions within the White House complex operate around the clock, such as communications, computer support, national security, presidential and physical security, building maintenance, and support to the first

TABLE 5: PARKING SUPPLY FOR STAFF IN THE PRESIDENT'S PARK AREA

TYPE / LOCATION	NUMBER OF SPACES
Secured Parking Spaces	
OEOB courtyards	49
West Executive Avenue	106
East Executive Avenue	17
Treasury Building moat	11
Offsite	50
Subtotal	233
Unsecured Spaces within President's Park	
Staff Permit (OEOB, White House, Treasury)	820
NPS Permit	26
Subtotal	846
Official Business	61
Total	1,140

SOURCE: BRW, Inc. 1994b and National Park Service.

family. While evening and midnight shifts operate during off-hours when on-street parking may be available, staff are required to report during (or their shifts overlap into) times when daytime and rush-hour parking restrictions are in effect, or their shifts end or begin at times when public transit is unavailable. In addition, many staff are on-call at all hours, and the normal workday for most does not begin or end at a predictable time. In some operations staff work in excess of 12-hour days and six or seven days a week.

To accommodate the staff parking demand, permit parking spaces are shared by shift workers, parking in fringe areas is provided for staff on fixed shifts, shuttle transit services are available for staff who divide their time between the White House complex and remote locations, and incentives are offered for car pooling when allocating parking permits.

When the historic buildings within the White House complex were built, the future need for parking was not a consideration, and there are limited opportunities now to retrofit these structures to provide parking. As a result, parking at this site is not comparable to parking normally provided for modern office buildings, hotels, or the U.S. Congress. Currently, the Ellipse roadway and streets surrounding the White House are used to provide permit parking for staff.

The parking supply in President's Park fluctuates based on competing demands for the use of the specific spaces. The number of spaces available can be affected by construction staging, temporary or permanent roadway closures, or security needs. Consequently, this supply has varied over recent years and can even change daily. For the purposes of this document, the information in table 5 is used to represent the existing White House complex parking supply. This information is based on several sources, including parking inventories. There are 846 spaces in unsecured areas of President's Park and 233 spaces in secured areas. In addition to designated parking spaces, an estimated 61 vehicles for official business functions are staged within the secured White House complex. The number of official business vehicles staged throughout the complex varies daily because it is directly related to activities at the White House.

Based on parking surveys in July/August 1992 and November 1994, the permit parking areas are at capacity during the day. In fact, in many locations permit holders parked in no-parking zones because the permit spaces were full. On weekdays the restrictions on permit spaces start at 6 or 7 A.M., depending on location. At 3 P.M. restrictions end for permit spaces on the Ellipse, State Place, and E Street, representing more than half of the permit designated spaces; however, based on the November 1994 parking survey, the number of staff departures for permit spaces are generally offset by other staff arrivals (permit holders) until 5 P.M. The remainder of the spaces are restricted from public use until at least 6:30 P.M.

Deliveries

Deliveries to the White House complex consist of mail; supplies, furniture, and equipment for staff; food for the cafeteria and caterers for special events in the Old Executive Office Building; food and supplies for the White House mess in the West Wing; food, supplies, and furnishings used by the first family; and supplies and equipment used to stage events in the White House and on the grounds, including staging, audio equipment, tents, tables, and chairs.

Due to inadequate storage space, many items must be stored offsite and repeatedly transported to and from the complex as needed. The staging of deliveries is a major logistical operation, with materials and equipment thoroughly checked by security each time they are brought into the complex.

Between 500 and 600 deliveries are made to the White House complex each week. For special events or holiday preparations, that number increases substantially. Deliveries are made through all entrances to the site, resulting in a haphazard appearance with delivery trucks, vans, and hand trucks crossing paths with people taking public tours, business visitors, diplomatic arrivals, media equipment, and staff moving from place to place. Deliveries to the Old Executive Office Building must often use West Executive Avenue for access and staging, further clogging and congesting this area.

Staff Circulation

Staff require access between the East and West Wings, as well as to the Old Executive Office Building and the Treasury Building. On a typical day there are several hundred staff trips between the Old Executive Office Building and the West Wing for meetings and to deliver mail and packages. Staff people and most materials move across the site by way of a small corridor north of the house, which is also used to store items used for special events. This situation results in an inefficient, crowded, and unsafe condition for staff, and it infringes on privacy for the first family.

News Media Facilities

When the West Wing was built in 1902, for the first time a small room to the right of the front (north) entrance was provided for use by the press. Current media facilities are in the west colonnade and include a briefing room with a camera platform, media-assigned office carrels, tape-reviewing offices, recording booths, and vending and restroom areas.

The number of journalists assigned to the White House has expanded greatly, now more than filling one and a half floors in the west colonnade. The press booths and work areas are small and cramped. There is no adequate space for photographers to store equipment while onsite. Limited space is available for foreign and out-of-town press representatives.

The existing presidential briefing space is relatively small, with 48 seats for the press. During press conferences journalists often crowd into the adjacent room and downstairs. The briefing space does not have the audio-visual capabilities normally associated with modern briefing or speaking facilities. Because of inadequate storage space, ladders and wheels of cabling fill the aisles of the briefing room and any other available space.

Affected Environment

Early morning visitors line up to await the opening of the White House visitor center so they can obtain their White House public tour tickets.

The 48-seat White House briefing room in the west colonnade lacks storage space, and photographers' ladders and television cabling are stored in every available space.

Large special events on the Ellipse, such as the annual Pageant of Peace, require several weeks to set up and take down. During this period the dignity and original design of President's Park are compromised by temporary facilities. Here maintenance crews prepare [illegible] temporary roadway. In the background, temporary bleachers (some with tented tops) where visitors wait for public tours of the White House also detract from the appearance of the site.

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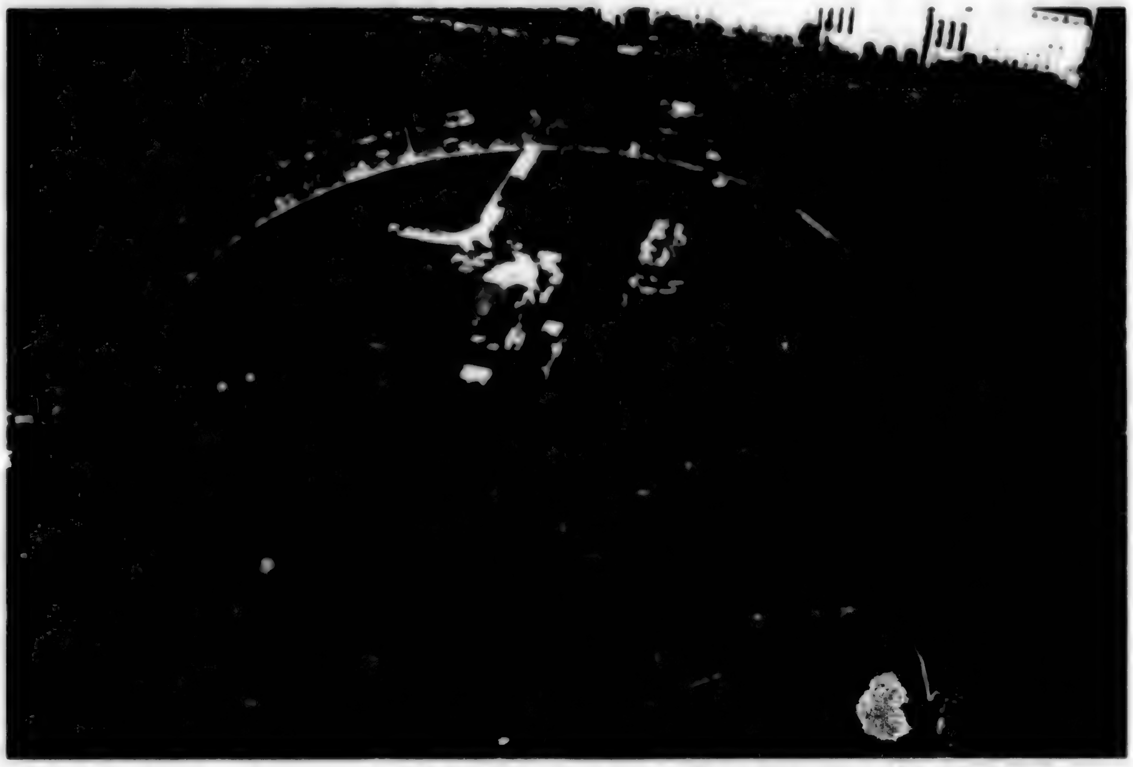
Visitors queue for the White House public tour along the fence.

Vehicles parked along West Executive Avenue create a cluttered, rather than a dignified, appearance for the home and office of the president.



A large First Amendment demonstration on the Ellipse shows the type of use this portion of President's Park receives. The Pageant of Peace site is still being dismantled in the top left of the picture. Portable toilets flank the Ellipse roadway on the top right. Staff parking around the Ellipse has been removed for the day. This photo predates the building of the Ellipse visitor pavilion in 1994.

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VISITOR USE, SERVICES, AND EXPERIENCE

The current visitor experience at the White House and President's Park consists of several facets — public tours of the residence, museum displays, brochures, guided tours, planned programs, and coincidental events. Unplanned experiences consist of individual exploration of the site and the various happenings — motorcades, helicopter landings, state visits, protests, celebrations, public recreation, and various special events. Many of these events happen simultaneously and are important to the dynamic experience. Visitors are both fascinated and confused by what is happening, and there is little explanation of how uses interrelate or their significance.

Who comes to the White House has changed over the years to include a gradually wider segment of the population than in Thomas Jefferson's time — for example, few women would have entered the White House unescorted except for servants, and black visitors, whether slave or free, would have had little opportunity to be welcomed. American Indians were invited to see the president as members of formal groups, but only rarely. Not until the second half of the 20th century has public access to the White House been broadened to include a wider spectrum of the nation's population.

In addition to public visitors to the White House, President's Park serves a wide array of users, highlighting the park's value as well-designed open space at the heart of a vibrant urban area. Local workers take advantage of the park's shaded spaces for quiet lunches. Teams from throughout the city play sports within sight of the White House. Citizens exercising their First Amendment rights place President's Park in the eye of the world. The role of President's Park is constantly redefined as a reflection of the needs of the users.

Public Access to the White House

Historical Overview

Visitors started coming to the White House when it was under construction, and officials had to limit access by issuing official passes. John Adams limited visitors to officials, but Thomas Jefferson began the tradition of opening "The People's House" to the public, establishing a precedent of welcoming the American public to the house and grounds. The north forecourt became a public park during Jefferson's administration and later became known as Lafayette Square.

By the time of Andrew Jackson, the public increasingly saw the house and grounds as public domain, illustrated by the fact that immediately after his inauguration hundreds of supporters jammed the White House to celebrate. Jackson's administration also saw the first attempted assassination of a president, and from the 1830s security concerns increased, but the house remained open. Band concerts were given on the grounds, and citizens regularly wandered through the gardens. Access remained informal, but security concerns slowly tightened over the years.

During the Civil War President's Park was turned into an armed camp. Easy access was no longer allowed to the house or the grounds. At the end of the war the U.S. Army Corps of Engineers took over the administrative responsibilities. Security concerns increased after Lincoln's assassination in 1865, and visitation became more restricted and formalized.

By the beginning of the 20th century, changes in the concepts of both recreation and tourism had great implications for the White House and President's Park. Public use of the prop-

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erty increased despite two additional presidential assassinations, creating security problems and safety concerns. Celebrations, demonstrations, and official events continued to be held at the house and on the grounds, including state receptions, Fourth of July celebrations, gatherings of military, religious and political groups, and public protests.

With the invention of the automobile and the radio, the demand for access to the park and house increased dramatically. Events on the grounds, such as the traditional Easter egg roll and the annual Christmas tree lighting (dating from the 1920s) also increased public use. Radio programs broadcast from the White House, such as President Roosevelt's fireside chats, caused Americans to identify more closely with the White House than ever before. As a result, visitors increased to 10,000 over a full day, complicating both security and presidential privacy. The White House was closed to the public for five years during World War II and during the renovation from 1949 to 1952.

The National Park Service assumed responsibility for the property in 1933. In the 1950s the Park Service established a formal interpretive division, and NPS interpreters made their initial tour of the White House on March 18, 1959. In the 1960s a structured visitor information program was established for the site, including information kiosks, brochures, and rangers trained to assist the public. As in the past, however, tours of the Executive Residence were conducted by officers of the U.S. Secret Service Uniformed Division.

In fall 1975, in preparation for the Bicentennial celebration, the National Park Service instituted a visitor program and ticketing process for people taking public tours of the White House. The visitor program, which operated during the busy visitation periods, incorporated entertainment for visitors waiting to tour the mansion. Over the years the Park Service has offered various interpretive activities and special events throughout President's Park, including walking tours of the Ellipse and Lafayette Park, as well as Twilight Tattoos on the Ellipse in cooperation with the U. S. Army. President's Park rangers have provided interpretive slide shows in regional schools, have led special educational White House tours for schoolchildren, and have assisted in the spring and fall White House garden tours.

Current Visitation and Projected Trends

Today visitation to the White House averages about 5,000 visitors a day. The visitor experience has been somewhat improved as a result of opening a visitor center in Baldrige Hall in the Commerce Building and a visitor pavilion just northeast of the Ellipse.

Visitation numbers have remained relatively stable from year to year, as shown in table 6, because the number of people on daily White House tours is limited by the size of the structure and routine operations. Generally, the demand for White House tours exceeds the available tour capacity. Yearly variations in total visitation are attributable to tour cancellations because of White House events and seasonal variations in visitation.

In 1996 the White House visitor center (which opened in 1995) hosted 836,996 visitors. A substantial portion of this use was by people acquiring public tour tickets. However, during the peak season many visitors are unable to acquire a ticket because of the high demand. These visitors can now look at videos and exhibits in the visitor center, giving them some understanding of White House functions and history. In 1996 at least 22,500 people visited the center but did not go on the public tour.

As future visitation to Washington, D.C., increases, use of the White House visitor center is also expected to grow. Approximately 20 million visitors came to Washington in 1995 (visitation varied from 18.5 to 20.4 million between 1987 and 1996; Washington, D.C., Convention and Visitors Association, 1996). Visitation is projected to increase to 21 to 22 million visitors in the next five to eight years. With this growth, it is expected that more and more visitors will only go to the visitor center because they cannot be accommodated on public White House tours. Thus, the visitor center will play an increasingly important role in providing White House related experiences.

Who Visits the White House and President's Park?

Public tour visitors are diverse in their group sizes, group type, age, and number of times they have taken the White House tour. A 1989–91 survey of visitors during spring, summer, and fall showed the following (Univ. of Idaho, CPSU 1993):

- *Group size* — Most commonly, groups consisted of two (31%) or four (18%) people; but varied throughout the year. The most common group size was two in the fall (45%) and spring (30%), and four in the summer (24%).
- *Group type* — Families were the most common group type (54%) taking the tour. During summer 64% of the visitor groups were families, compared to 51% in spring and 49% in fall.
- *Age* — The most common visitor ages were 36–45 (24%), followed by children 15 years or younger (21%). During summer children 15 years or younger were the most common (30%); during fall this percentage fell to 10%.
- *Number of times on the White House tour* — Eighty percent of the visitors were on their first tour, while 17% had taken the tour two to four times. Slightly more spring visitors (83%) were on their first tour than fall (80%) or summer (79%) visitors.

The survey showed that 46 states were represented on White House tours, along with the District of Columbia and Puerto Rico. Visitors from California made up the largest proportion of visitors (13%). Other states frequently represented were New York (12%), Pennsylvania (6%), Texas (5%), Florida (5%), and Virginia (5%).

Overall, 14% of the visitors surveyed were from other countries — principally Great Britain (12%), Germany (10%), Canada (9%), Sweden (6%), Austria (6%), France (5%), and China (4%). The proportion of international visitors varied by season: 24% of the fall visitors, 14% of the spring visitors, and 8% of the summer visitors.

TABLE 6: NUMBERS OF VISITORS ON WHITE HOUSE TOURS

YEAR	CONGRESSIONAL TOURS	PUBLIC TOURS	TOTAL TOUR VISITATION
1987	329,000	749,000	1,078,000
1988	299,000	791,000	1,090,000
1989	247,000	814,000	1,061,000
1990	243,000	847,000	1,090,000
1991	198,000	742,000	940,000
1992	241,000	824,000	1,065,000
1993	258,000	837,000	1,095,000
1994	256,000	869,000	1,125,000
1995	223,000	808,000	1,031,000
1996	255,000	814,000	1,069,000

Demographic profiles of current and potential tourist markets conducted by the National Park Service, using the 1989–91 visitor survey data and correlating it with census and commercial data, reveal clear patterns of participation and underrepresentation in White House public tours (NPS, Galipeau 1995d). The analysis showed that regional visitors — defined as residents living within a 3½-hour drive of the White House — made up only 12.6% of domestic visitors, while visitors from outside the region accounted for a higher than expected proportion of visitors. Using trip times as an indicator of the relative cost (in time and money) of visiting the White House, this finding indicates that nonregional visitors can afford to and will visit the White House despite relatively high costs, while regional visitors have a lower than expected rate of participation in tours.

Matching zip codes and demographic data (such as education, family type, age of housing stock, and income distribution) to the visitor survey revealed that while one would expect White House tour visitation to reflect a similar percentage of blacks as in the U.S. population (12.4%), the actual proportion was only 4.1%. In contrast, visitor proportions from affluent, overwhelmingly white areas were higher than expected (11% expected with 17.9% actual; NPS, Galipeau 1995d). Individuals on White House tours do not currently represent a cross-section of American society. The reasons for this phenomenon are not clear and need to be further researched.

The Visitor Experience

Visitor Orientation and Information

The 1989–91 visitor survey showed that visitors rely on a variety of sources to learn about public tours of the White House. Almost half (42%) consulted a tour guide or tour book for information, 36% received information from friends or relatives, 21% knew about the site from previous visits, and 15% contacted their congressional offices or saw signs around the White House. Ten percent of visitors did not receive any information before their visits.

Within President's Park there are orientation exhibits at either end of East Executive Park, plus a staffed information booth at the Ellipse visitor pavilion. However, most onsite visitor orientation and information is provided at the White House visitor center.

NPS rangers and volunteers provide information throughout the day and assist visitors as they wait for tour tickets. White House brochures are available upon request in some foreign languages.

Visitor Center

The White House visitor center is open daily 7:30 A.M. to 4 P.M. year round except for Thanksgiving, Christmas, and New Year's Days. Although not designed to provide in-depth educational experiences, the visitor center includes static exhibits organized along the following themes: architectural history of the White House; symbol and image; first families; the working White House; ceremony and celebration; and White House interiors. An interpretive videotape, which provides an overview of the history and use of the White House, is shown in the east end of the hall. Because the video is shown in an area where visitors queue for tickets and is not available when tickets are being distributed, most visitors who view the presentation do so after their tour. Only those who arrive a day early view it before their tours.

Since the visitor center has been in operation, the perception by visitors of the overall quality of services and facilities has notably increased. A survey of visitors using the visitor center in the last week of October 1995 showed that of the visitors who responded to the survey, 64% thought the overall quality of services and facilities was very good, 34% rated them as good, and 2% as average. Items that were rated included directional and safety signs, prompt and courteous service, cleanliness of visitor center facilities, quality of audiovisual programs, quality of brochures/maps and exhibits, quality of recreational opportunities, and quality of educational opportunities (Univ. of Idaho, CPSU 1995).

Interpretation/Education

The visitor center affords the major opportunities for interpretive information about the White House and President's Park. NPS publications are limited. The White House Historical Association sells an array of educational materials about the White House, presidents, and first ladies.

Interpretive services throughout President's Park are limited. A recorded message about the history of the White House is broadcast from small speakers along the fence line.

Within the White House exhibits in the east colonnade provide a quick overview of White House history and can cause bottlenecks as visitors stop to read them. There are descriptive signs in some rooms.

All interpretation within the White House is provided by police officers from the Uniformed Division of the U.S. Secret Service. These guides escort congressional and passholder tours before the public tours start. Once public tours start, they are stationed in the rooms on the state floor to answer questions.

During the White House garden tours visitors can read signs placed about the grounds and a descriptive booklet produced for the event.

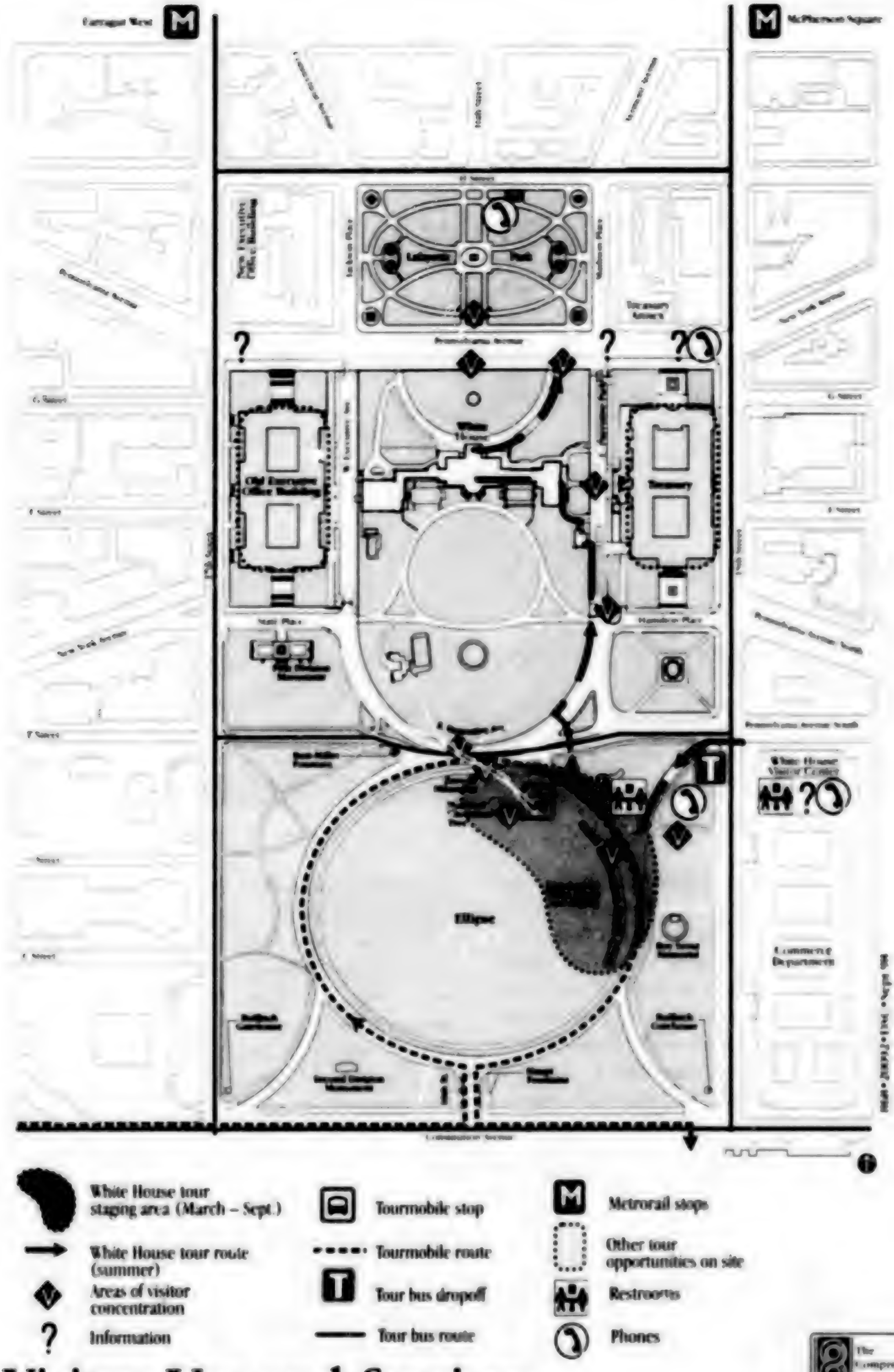
Bus companies provide a number of tours of the Washington, D.C., area; however, none is specific to the White House or focuses on President's Park.

White House Tours

White House public tours, along with occasional park interpretive tours, are managed by the National Park Service. Congressional tours are arranged through the offices of individual members of Congress, as are most group tours. Tours are sometimes interrupted due to state functions or special events. Congressional and passholder tours are generally in the house between 8:00 and 8:45 A.M., when groups of about 75 are led by officers through the Vermeil, China, and Diplomatic Reception Rooms on the ground floor and all rooms on the state floor. Personnel from the U.S. Secret Service Uniformed Division provide information and stories about what visitors are seeing.

Public tours are between 10 A.M. and noon Tuesday through Saturday. From March to Labor Day public tour visitors pick up free tickets (indicating a specific tour time) on the day of the tour at the visitor center. Tickets are available beginning at 7:30 A.M. and are distributed on a first-come, first-served basis. Because tickets are limited, many visitors are turned away during the peak season.

After receiving their tickets, visitors return at the time indicated on their tickets and wait on the Ellipse for their tour group number to be called. At 15-minute intervals NPS personnel take groups of up to 300 visitors across E Street to stand in line along the White House fence before going through security in the visitor entrance building and entering the East Wing of the White House. During the rest of the year visitors proceed on their own directly to the visitor entrance building at the time indicated on their tickets.



Visitor Use and Services

The Comprehensive Design Plan for the White House

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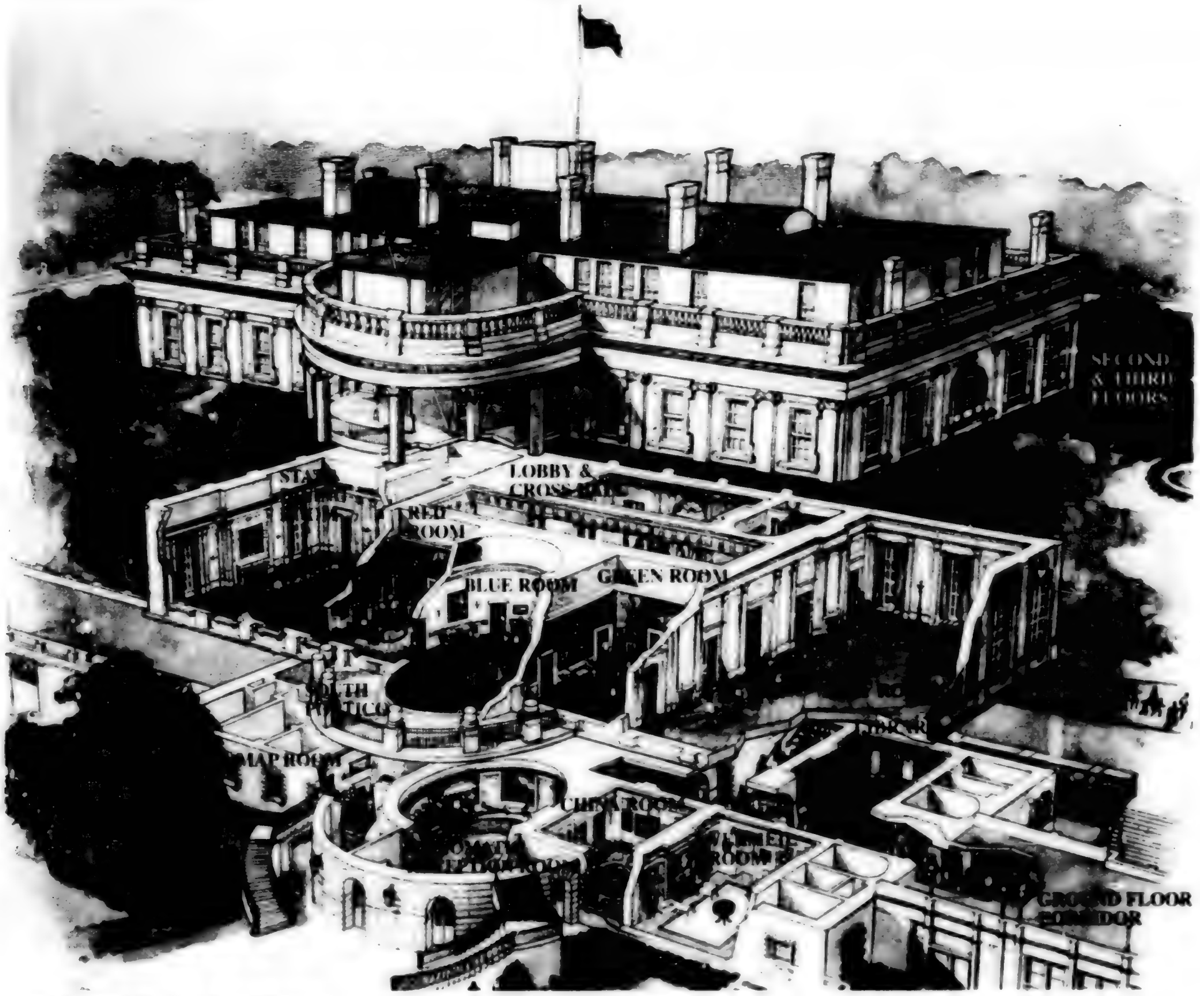

White House Public Tour Route

Public tour visitors glance into the Library and Vermeil Rooms on the ground floor before proceeding upstairs to the state floor. On the state floor, officers of the U.S. Secret Service are stationed in each of the main rooms, where they give short talks and answer questions as individuals move from room to room. A public tour participant generally spends less than half an hour in the house. Although visitors may stop in a room if they would like a longer view, they do not know this and they are not encouraged to do so, and the influx of visitors behind them frequently pushes them along.

Visitors to the White House express interests in many areas. History, the first families, official events, and daily activities top the list. Many are interested in the architecture, furnishings, and art. For most visitors, though, a tour of the White House takes on a symbolic meaning beyond being a sightseeing or educational stop. For these visitors access to the house is enough and the actual tour is incidental; visitors frequently pause on the north lawn as if to reflect on where they are. For other visitors, the tour is too fast as people are pressed to move from room to room, with little opportunity to linger for a longer look. For the most part, however, visitors are satisfied that they have been in the White House.

Visitors have varying opinions about the quality of each of the services and facilities they use during their public tour. On the 1995 visitor survey, information and interpretive

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services were rated as good or very good (maps/brochures, 74%; NPS ranger assistance, 72%; and the NPS information kiosk, 70%). The White House room guides were rated as good or very good by 64% of the visitors. Educational sales in the visitor center were rated as good or very good by 63% (Univ. of Idaho, CPSU 1995).

Other Tours and Interpretation

Public tours of the Old Executive Office Building and the Treasury Building are conducted on Saturdays by volunteer docents. These tours are only by reservation, which can be made by calling the curator's office for the respective building.

Museums adjacent to the site include the Renwick Gallery, Corcoran Gallery, Decatur House, National Aquarium, and Octagon House. The displays at these sites are specific to their histories or functions, however, and none has extensive displays relating to the White House and President's Park.

Tourmobile Sightseeing, Inc., a concession operation under contract to the National Park Service, operates four tour routes, with onboard interpretive services for each tour. Two routes are entirely within the Monumental Core area — the Washington Mall tour and the Arlington National Cemetery tour; the other two tours go to Mount Vernon and the Frederick Douglass National Historic Site.

The 13.3-mile Washington Mall tour includes President's Park and the White House, plus the Smithsonian museums, Union Station, the U.S. Capitol, the Holocaust Museum, the Washington Monument, the Bureau of Engraving and Printing, the Jefferson Memorial, West Potomac Park, the Lincoln Memorial, and Arlington National Cemetery.

Various organizations interested in the visitor experience work with the National Park Service, including the White House Visitors Office, the Washington, D.C., Convention and Visitors Association, the White House Historical Association, the Smithsonian Institution, the First Division Society, the Military District of Washington, the Lafayette Park Consortium (including the National Trust for Historic Preservation), the National Archives: Presidential Libraries, and the Christmas Pageant of Peace Committee.

Site Amenities

Few amenities for the visiting public are offered onsite. The visitor center offers water and restrooms, as does the visitor pavilion on the Ellipse. Temporary water fountains are placed along East Executive Park during the summer, and benches can be found throughout President's Park. Limited food services are provided at the Ellipse visitor pavilion.

Recreation

Various recreational activities occur throughout President's Park. The Ellipse is frequently used for informal games of softball, football, and volleyball and other activities, and the side panels are used for picnicking. Lafayette Park offers chess and checker tables and is the site of much lunchtime activity. Since Pennsylvania Avenue was closed to public vehicular traffic, in-line skaters have become a common sight in front of the White House.

Noise

Community Noise Levels

Community noise levels fluctuate continually, with many factors affecting how humans perceive sound. These factors include background noise, the actual noise level associated with an activity, the frequency of noise, the length of time exposed, and changes in noise levels during exposure. Noise levels are measured in A-weighted decibels (dB(A)).

Noise level changes less than 3 dB(A) are barely perceived by most listeners, whereas a 10 dB(A) change is normally perceived as a doubling (or halving) of the sound. Most noise acceptability criteria are based on the principle that a change in noise is likely to cause annoyance wherever it intrudes on existing noise from all other sources (i.e., annoyance depends on the level of background noise before a noise starts or an existing one increases).

Background (Ambient) Noise Levels

The President's Park study area exhibits high background ambient noise levels, which are characteristic of busy urbanized areas. The study area is bordered mainly by institutional and commercial land uses. Although no specific field measurements were taken for this study, noise levels in urbanized landscapes similar to the study area typically range between 45 dB(A) and 85 dB(A), with 45 dB(A) typical of nighttime levels in an interior building room and 85 dB(A) typical of levels on a sidewalk adjacent to heavy traffic. For reference, a typical man's voice at 3′ is in the 60–70 dB(A) range, and rustling leaves are in the 40–50 dB(A) range.

Motor vehicle traffic (cars, tour buses, commuter buses, and delivery vehicles) is the dominant source of noise in the study area. Consequently, noise levels are greatest during rush hours, the same or somewhat lower during other daytime periods, lower still during the evening hours, and considerably lower during the nighttime. Other sources of noise in the study area are activities associated with touring visitors, delivery activities, and mechanical equipment (such as fans and heating/cooling equipment).

In general, automobiles and transit modes are moving sources of noise. However, noise is generated by motor vehicles even when they are stationary. In addition to engine noise, sources of automobile and truck noise include exhaust systems, shifting gears, and deceleration/acceleration at traffic signals.

For both demonstrations and special events, federal regulations stipulate that sound amplification equipment may not be used on the White House sidewalk (other than hand-portable equipment for crowd control purposes).

Also, sound amplification equipment may be limited so that it will not unreasonably disturb nonparticipating persons in, or in the vicinity of, the area (36 CFR 7.96). D.C. regulations also address sound/disturbance restrictions.

* * *

Special Events and Demonstrations

The White House, as the home and office of the president of the United States, is the setting for state events, including welcoming ceremonies for visiting heads of state, state dinners, and receptions. However, the White House is also a focus for citizens wishing to petition the president, as well as for those wishing to associate themselves and their events with the power associated with the U.S. presidency. The importance of the White House as a national symbol of our democracy becomes most evident as individuals and groups vie to associate themselves with this symbol, thereby gaining publicity.

Traditionally, access and proximity have made Pennsylvania Avenue and Lafayette Park on the north side of the White House the most appropriate place for demonstrations, ranging from Veterans' Day celebrants to antiwar protesters. However, larger groups also gather on the south side, using the Ellipse and the Washington Monument as staging areas.

Special events range from the annual Pageant of Peace celebration on the Ellipse to the egg roll traditionally held on the south White House grounds the Monday following Easter Sunday. Other events vary throughout the year and number in the hundreds, from military assemblies to commemorative gatherings at individual memorials, to graduation exercises and state dinners (see table 7). The site accommodates ceremonial access in a variety of ways, from foreign dignitaries to special gatherings of school groups.

On average, 55 special events and 150 First Amendment activities occur annually within President's Park. These events and demonstrations use many large areas within President's Park and the White House, as shown on the Special Events maps. Between two and five of these events each year are very large, accommodating 50,000 or more people per event.

Regulations

The extent and type of events that may be held throughout President's Park are defined by law and regulation (16 U.S.C. 1, 3, 9a, 462(k); 36 CFR 7.96(g)). By definition, the term "demonstration" includes demonstrations, picketing, speechmaking, marching, holding vigils or religious services, and all other like forms of conduct that involve the communication or expression of views or grievances. These activities may be engaged in by one or more persons, and they generally draw a crowd or onlookers.

Special events include sports events, pageants, celebrations, historical reenactments, entertainments, exhibitions, parades, fairs, festivals, and similar happenings that are not defined as demonstrations. Permit applications for demonstrations and special events within President's Park are handled by the National Capital Parks Central, Office of Park Programs.

Within President's Park, special events are only permitted on the Ellipse, except for special wreath-laying ceremonies relating to the statues in Lafayette Park and at the First Division Monument. Permitted demonstrations are only allowed on the White House sidewalk (on the south side of Pennsylvania Avenue), in Lafayette Park, and on the Ellipse. Without special permission, no more than 750 persons are permitted to conduct a

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TABLE 7: SPECIAL EVENTS WITHIN PRESIDENT'S PARK

EVENT	LOCATION	FREQUENCY	DESCRIPTION	ATTENDANCE PER EVENT
Lafayette Park / Pennsylvania Avenue				
First Amendment Demonstrations — Example: • National Smoke-in • Nuclear Vigil	Southeast quadrant of park	 July 4 Continuous	 Hemp legalization rally Protesting nuclear arms	 1,000 3 to a maximum of 3,000
Presidential Inaugural Parade	Pennsylvania Avenue (Lafayette Park is used for media stands, event staging, and other reviewing stands)	Every four years	Preparations begin in November; facilities are removed by the end of February, with restoration taking place through March.	250,000 to 500,000
White House and Grounds				
State Dinners	White House state rooms	6–10 times per year	Held in honor of visiting heads of state.	130
State Arrivals	White House south grounds and Ellipse	6–10 times per year	Formal military parade on south lawn with 21-gun salute.	4,000
Easter Egg Roll	White House south grounds and Ellipse	Monday following Easter	Children six years of age and younger, accompanied by adults. Lines form on or around the Ellipse, with activities provided on the Ellipse and the White House grounds. Free, timed tickets are provided for entry to the White House grounds; additional activities are provided on the Ellipse.	25,000
Spring and Fall Garden Tours	White House grounds	Annually — Second or third weekend in April and October	Includes tours of both the White House and grounds.	25,000
Candlelight Tours	White House state rooms	Annually — Three evenings between Christmas and New Year's Day	Tours of the ground and state floors with seasonal decorations	33,000
Presidential/First Family Social Events	South grounds	5–8 times per year	Events such as congressional barbecues; sometimes includes tents and stage construction	1,200 to 5,000
Tapings for TV Broadcast	East Room	3–4 times per year	Tapings of special presentations for broadcast on public TV	200

EVENT	LOCATION	FREQUENCY	DESCRIPTION	ATTENDANCE PER EVENT
Ellipse				
First Amendment Demonstrations • Right to Life March	Ellipse	January 22	*Roe* v. *Wade* protest	125,000
Pageant of Peace	Northeast quadrant	3 weeks in December	Northeast quadrant of Ellipse is used as a stage for the lighting of the National Christmas Tree and other holiday events. Construction begins in October; site restoration until May.	270,000
George Washington University graduation	Western half of Ellipse and part of southeast quadrant	mid-May	Chairs, stages, and event infrastructure are erected.	20,000
Military District of Washington Twilight Tattoo	Northeast quadrant	Every Wednesday evening during summer	U.S. Army presentation of ceremonial troops marching and performing drills.	10,000
Parades on Constitution Avenue	Southern portion of the Ellipse	Four times a year (St. Patrick's Day, Cherry Blossom, Safety Patrol, and Fourth of July.)	Bleachers and reviewing stands are placed along Constitution Avenue.	20,000 to 100,000

demonstration on the White House sidewalk at any one time, and no more than 3,000 persons are permitted to conduct a demonstration in Lafayette Park at any one time. No permit will be issued authorizing special events or demonstrations in excess of three weeks on the Ellipse or seven days in the remainder of President's Park.

Other limitations are imposed throughout President's Park for structures, signs, and the like. In Lafayette Park most structures and signs are prohibited. However, as evidenced by long-term First Amendment activists in the park, signs that are not hand-carried and that meet size requirements outlined in the regulations are allowed so long as they are attended at all times.

Special Events

White House Events

A variety of special events are initiated by the White House each year, both public and private. Those of a private nature are usually by invitation only and specifically organized for the president or the first family. The events may be small or extensive, sometimes taking place in state rooms in the residence and extending to large tents erected for the occasion on the south lawn.

Each year the White House, in cooperation with the National Park Service, conducts a number of special public events in the White House or on the grounds, or within President's Park. In addition to public tours of the White House, four other events are conducted, as described below.

Easter Egg Roll

On the Monday following Easter Sunday, children six years of age and younger, accompanied by adults, join the annual Easter egg roll festivities on the south grounds of the White House. The National Park Service provides support services by organizing people entering the White House grounds. Activities include the traditional egg roll, egg hunts, a petting farm, celebrity autograph signing, and various entertainment activities. In recent years entertainment and visitor facilities have also been provided on the Ellipse for this event.

Garden Tours

Annual spring and fall garden tours of the White House grounds are conducted during mid-April and mid-October, respectively. This interpretive program was initiated during the Nixon administration and has been enthusiastically received by the public. During garden tours, visitors walk through the south grounds and then tour the ground and state floors of the White House.

Christmas Candlelight Tours

Each year for three evenings between Christmas and New Year's Day, candlelight tours of the state rooms of the White House are conducted between 5 and 7 P.M. to view the seasonal decorations and to listen to holiday music presented by volunteer groups.

Christmas Pageant of Peace

In the second or third week of December, the president lights the National Christmas Tree, located on the Ellipse. Following the lighting, entertainment is provided nightly until New Year's Eve. The history and tradition associated with the pageant and the tree lighting date to 1913, when Woodrow Wilson lit the national community Christmas tree on the west front of the Capitol; in 1923 Calvin Coolidge dedicated a tree from his home state on the Ellipse. The annual pageant is sponsored by The Christmas Pageant of Peace, Inc. (including the Greater Washington Board of Trade, the Washington, D.C., Convention and Visitors Association) and the National Park Service.

Infrastructure for this event is extensive, involving the northeast quadrant of the Ellipse. Each year gravel roads, driveways, stages, seating areas, exhibit areas, and boardwalks are constructed beginning in late October. Removal of this infrastructure begins in January and may last until spring.

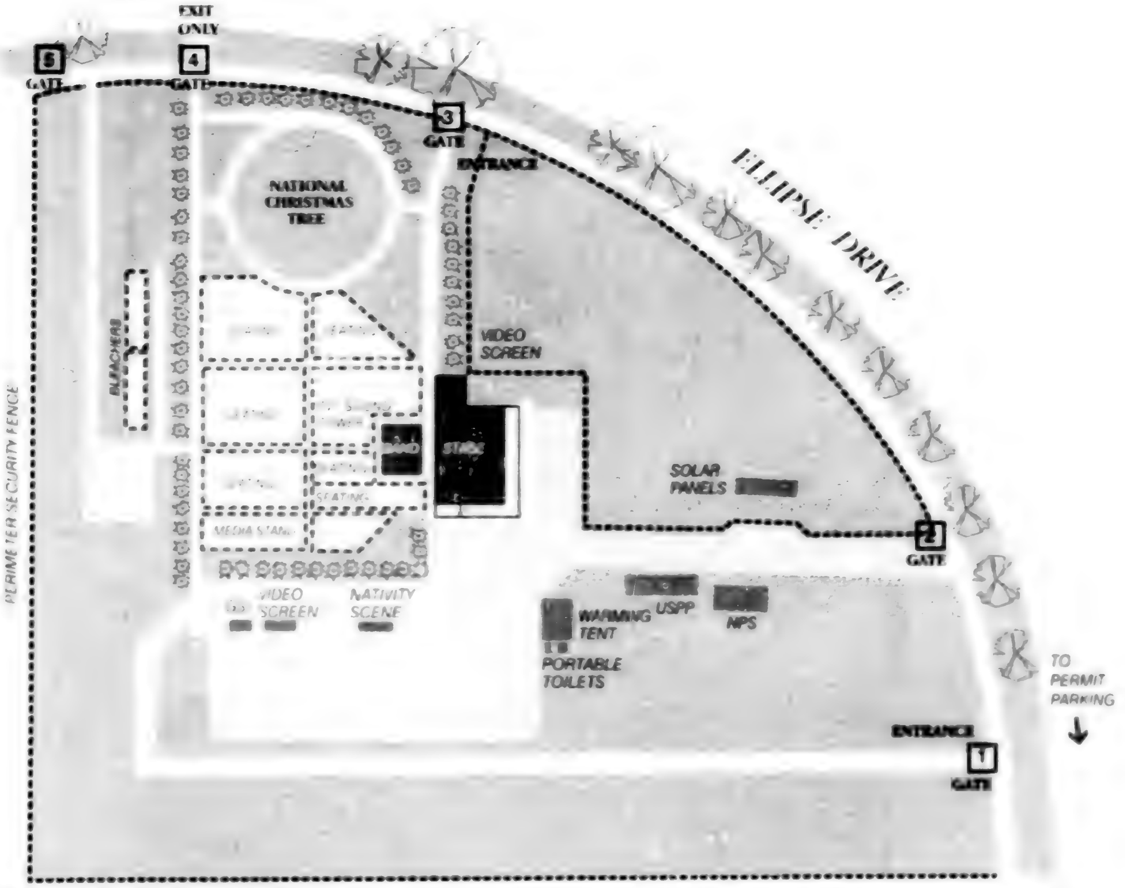
Other Public Events

Other annual events within President's Park are listed in table 7. They include the George Washington University graduation (since 1994), the Military District of Washington Twilight Tattoo, four parades, and Fourth of July activities.

Presidential Inaugural Parade

Following the swearing-in and inaugural address of the president at the Capitol, the inaugural parade begins at 3rd Street, NW, and follows Pennsylvania Avenue westward to 15th Street, where it turns northward a few blocks to rejoin Pennsylvania Avenue and passes in front of the White House and the presidential reviewing stand.

All but the northeast quadrant of Lafayette Park, all of Madison and Jackson Places, and portions of the White House sidewalk and north grounds are used to provide stands, infrastructure, and support trailers. Bleachers are constructed along Pennsylvania Avenue



1997 Layout for the Pageant of Peace

between 15th and 17th Streets. The presidential reviewing box is constructed in front of the White House, and media stands are constructed on the opposite side of the street on the sidewalk and within Lafayette Park.

Portions of the Ellipse are often used for media support, including microwave and satellite trucks. Construction activities usually begin in November with completion by mid-January. Following the inauguration, the dismantling of the structures on the site is usually completed within a month, with restoration following during March.

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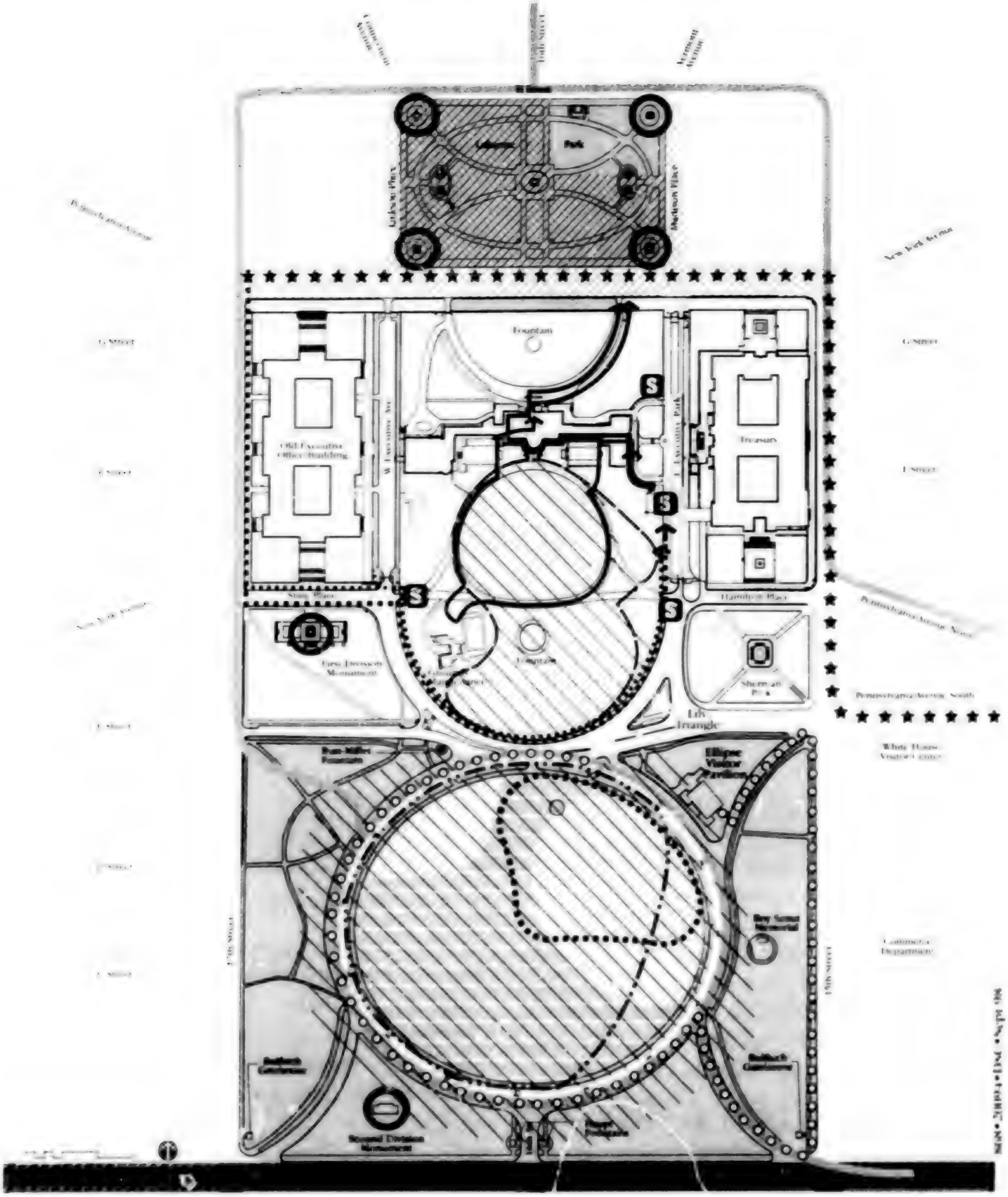

▨ Area of concentration for First Amendment demonstrations

Demonstration route

▬ Parade route (minimum 4 per year)

Twilight tattoo

☐ South grounds events

Periodic special events

White House Easter egg roll

○○○○ Queuing for egg roll tickets

Entertainment area for egg roll

S Security checkpoints for egg roll

▨ Fourth of July

Pageant of Peace

— Candlelight tour route (3 nights)

······ Queuing for candlelight tour

○ Wreath-laying ceremonies

— Garden tour route

······ Queuing for garden tour

★ ★ ★ Inaugural parade route

Staging areas for inaugural parade route

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Special Events

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Transportation

Local Street Network

Physical Characteristics

For purposes of the transportation analysis, the study area is bounded by I Street on the north, 14th Street on the east, Constitution Avenue on the south, and 18th Street on the west. The major east/west roadways are I, H, and E Streets and Constitution Avenue. The major north/south roadways are 14th, 15th, 17th, and 18th Streets. These roadways are generally four to six lanes, except for Constitution Avenue, which is eight lanes.

Constitution Avenue (U.S. 50) is a regional route. Vehicles traveling between east or southeast Washington and Virginia via I-66 use Constitution Avenue or E Street. Four blocks west of President's Park, E Street becomes the E Street Expressway, connecting to I-66. Traffic traveling between I-395 in Virginia, the Anacostia Freeway (I-295), or the Southwest Freeway (I-395) and locations north or northwest of President's Park may also use Constitution Avenue or 15th Street as a route to or from the freeway system. North/south traffic uses 15th and 17th Streets from north or northwest of President's Park to Independence Avenue, a major east-west connection to the freeways. Within the downtown area, Pennsylvania and New York Avenues are all part of the radial street system and converge on President's Park; these roadways are major streets within the District system.

The traffic study boundaries described above outline the primary study area where most of the direct effects on traffic and parking are likely to occur. A larger area (outside the downtown area) was not evaluated because of the results of the recent traffic analyses performed by the Federal Highway Administration for public traffic restrictions on Pennsylvania Avenue (FHWA 1997). This study stated there were no important diversions outside of downtown and that the effects of the Pennsylvania Avenue, E Street, and other related modifications and traffic restrictions would be confined to the downtown area. Based on these findings, it was assumed that information or analysis of a larger or secondary study area was not critical for the purposes of a comprehensive design plan for the White House and President's Park.

This environmental impact statement is for a conceptual plan. Environmental documentation for site-specific projects will require additional traffic analyses for any proposed changes to the street network. Depending on the type of changes, the traffic study area for the proposed project may need to be larger than the primary area identified here.

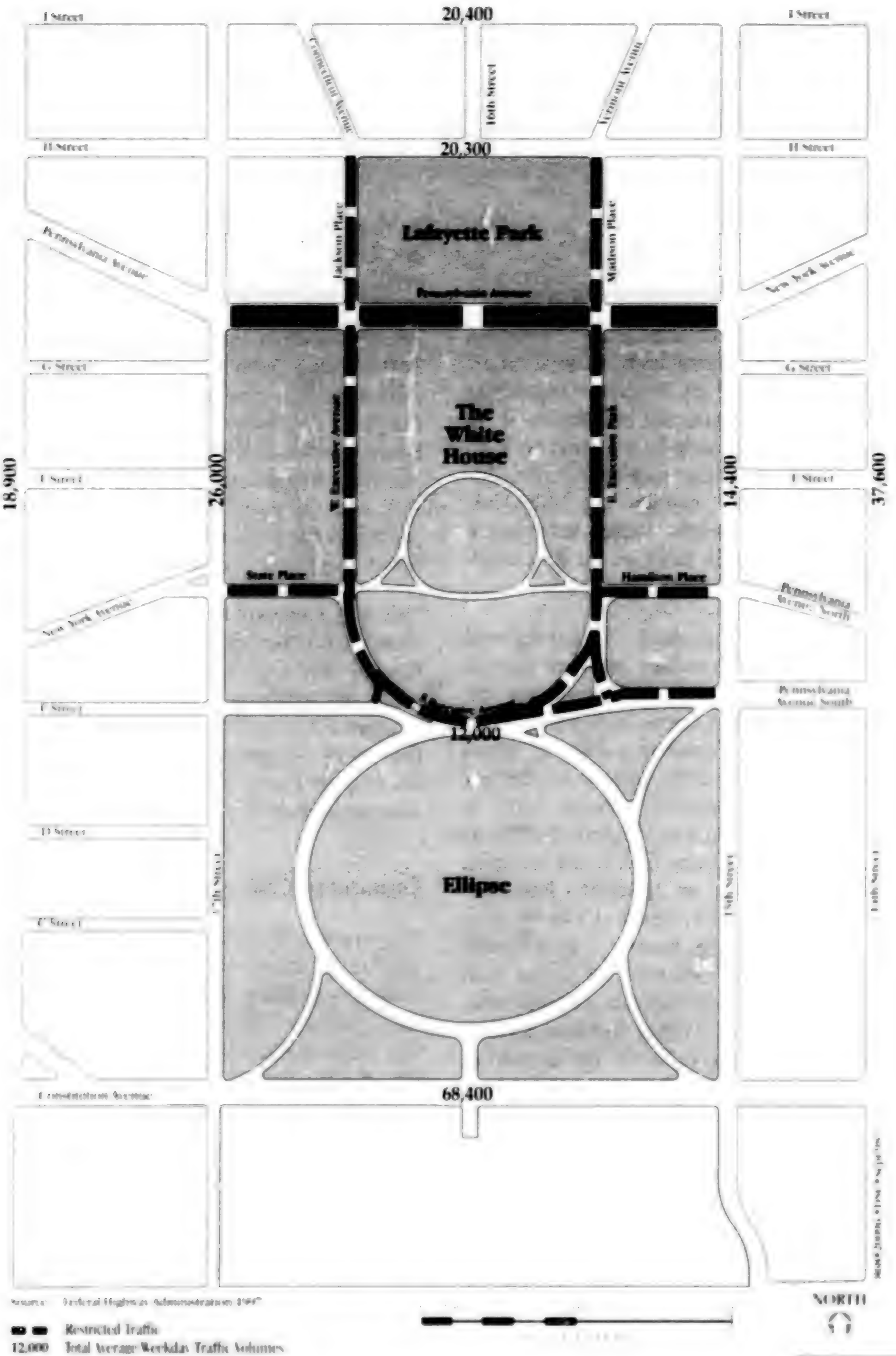
Operational Characteristics

The Average Weekday Traffic Volumes map focuses on streets in the study area. These roadways typically have two weekday peak traffic periods: 7:30–9:30 A.M. and 4:30–6:30 P.M. Peak characteristics in this area are typical of other city center areas. Traffic in the study area can be classified as follows:

(1) Commuting or local traffic passing through the area.

(2) Traffic parking within the study area — Drivers are usually searching for on-street parking or going to one of the off-street parking facilities.

(3) Tourist traffic viewing the White House and President's Park — These vehicles



Source: Federal Highway Administration 1997

Average Weekday Traffic Volumes

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United States Department of the Interior / National Park Service

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are driving around the area, with no set circulation pattern. Traffic drives along H Street or E Street, usually at a slower speed than general traffic, with vehicles often stopping in the travel lanes as people take photographs.

(4) Traffic accessing the Old Executive Office Building, the Treasury Building, or the White House — This group typically uses various access routes and proceeds to either East Executive Park or West Executive Avenue for entrance into the secured area. Pennsylvania Avenue is the major access route to the north side of the White House. There is no set circulation pattern.

To determine how well the street system handles traffic volumes, a level of service (LOS) analysis was conducted (FHWA 1997). The three Levels of Service maps for streets in the vicinity of President's Park (for morning and afternoon peak hours, and for midday) summarize the results. Most streets in the study area have traffic operational problems during one of the three time periods analyzed; only Constitution Avenue consistently operates at acceptable levels of service throughout the day. In the morning peak period both H and L Streets operate slightly under capacity, and K Street operates at capacity. Within President's Park, E Street operates under capacity during the morning peak period. In the afternoon peak period, E, H, K, and L Streets all operate either at or over capacity. Except for I Street, the westbound streets, including Constitution, K, and M, all operate under capacity during both the morning and afternoon peak periods. I street operates over capacity during both periods (see table 8).

TABLE 8: LEVELS OF SERVICE ON EAST/WEST STREETS ADJACENT TO PRESIDENT'S PARK

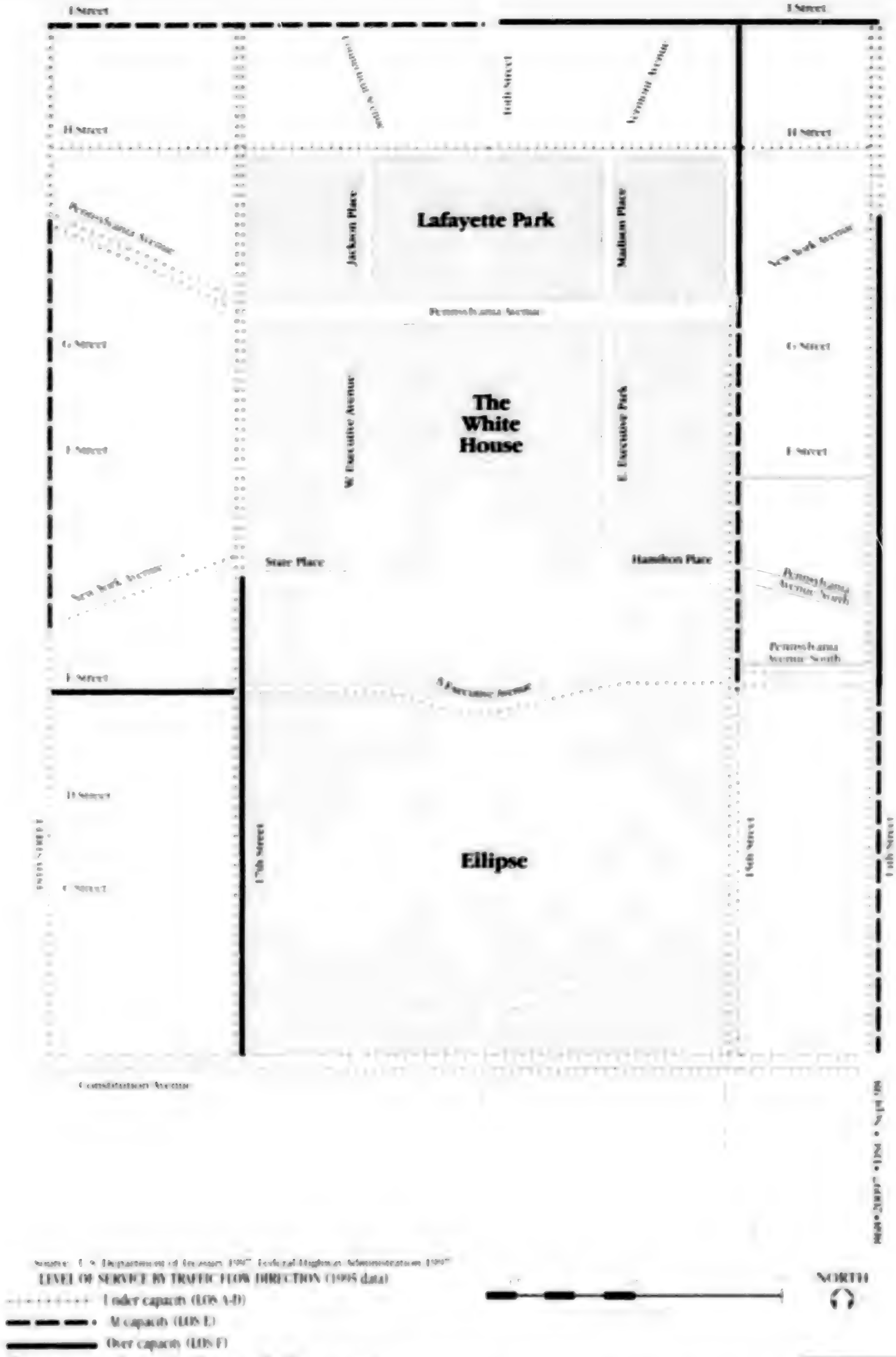
	Peak Period	
	A.M.	**P.M.**
Eastbound Streets		
Constitution Ave.	B	C
E St.	A	F
H St.	D	F
K St.	E	F
L St.	D	E
Westbound Streets		
Constitution Ave.	C	C
I St.	F	F
K St.	D	D
M St.	D	D

SOURCE: Based on a FHWA survey performed between July and September 1995; FHWA 1997.

NOTE: Level of service (LOS) describes the operation of a segment of road or intersection by a letter grade ranging from A to F. LOS A represents the highest level of service, LOS E represents capacity conditions, and LOS F represents overcapacity conditions. The typical objective is for traffic to operate at LOS D or better. In downtown areas during peak commuting times some level of congestion is both normal and inevitable, and LOS E is often considered acceptable.

For the north/south streets, the following northbound segments operate over capacity in the morning peak period: 17th Street between Constitution Avenue and State Place, 15th Street north of Pennsylvania Avenue, and 14th Street between Pennsylvania Avenue South and New York Avenue. In the afternoon peak period, the north/south streets in both directions generally operate under capacity between Pennsylvania Avenue and Constitution Avenue. North of Pennsylvania Avenue, only the southbound segments operate at or over capacity.

E Street through President's Park is often temporarily closed for special events, dignitaries' arrivals/departures, and presidential motorcades. These closures can last from several minutes to a full day, depending on the event. Short closures of several minutes occur on an average of five to six times per week; closures for an hour twice per month; and closures for



Source: U.S. Department of Treasury 1997, Federal Highway Administration 1997

Street Levels of Service AM Peak Hour

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United States Department of the Interior National Park Service

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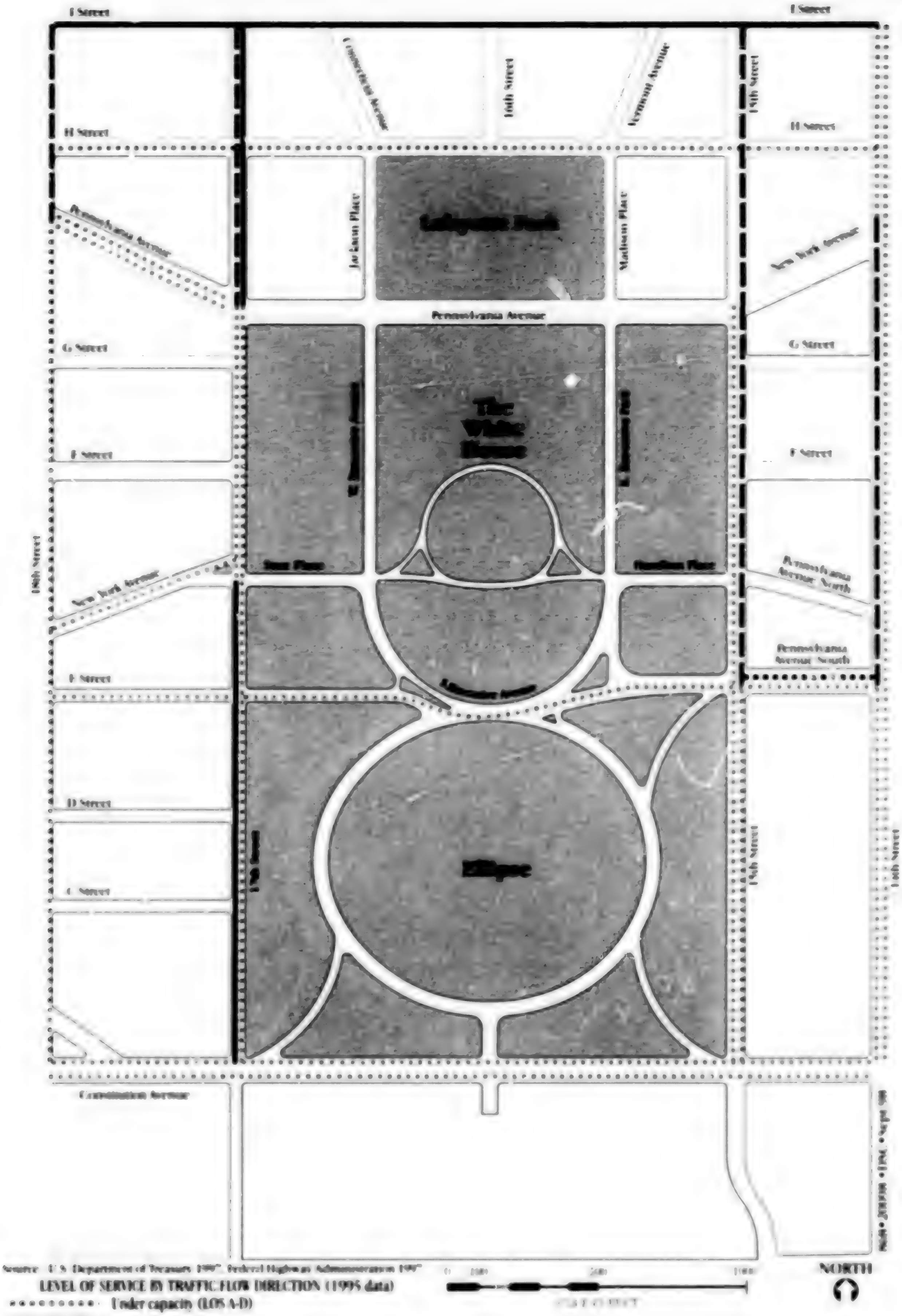

Source: U.S. Department of Treasury 1997, Federal Highway Administration 1997

LEVEL OF SERVICE BY TRAFFIC FLOW DIRECTION (1995 data)

- ••••••••• Under capacity (LOS A-D)
- ━ ━ ━ At capacity (LOS E)
- ━━━━ Over capacity (LOS F)

Street Levels of Service Midday

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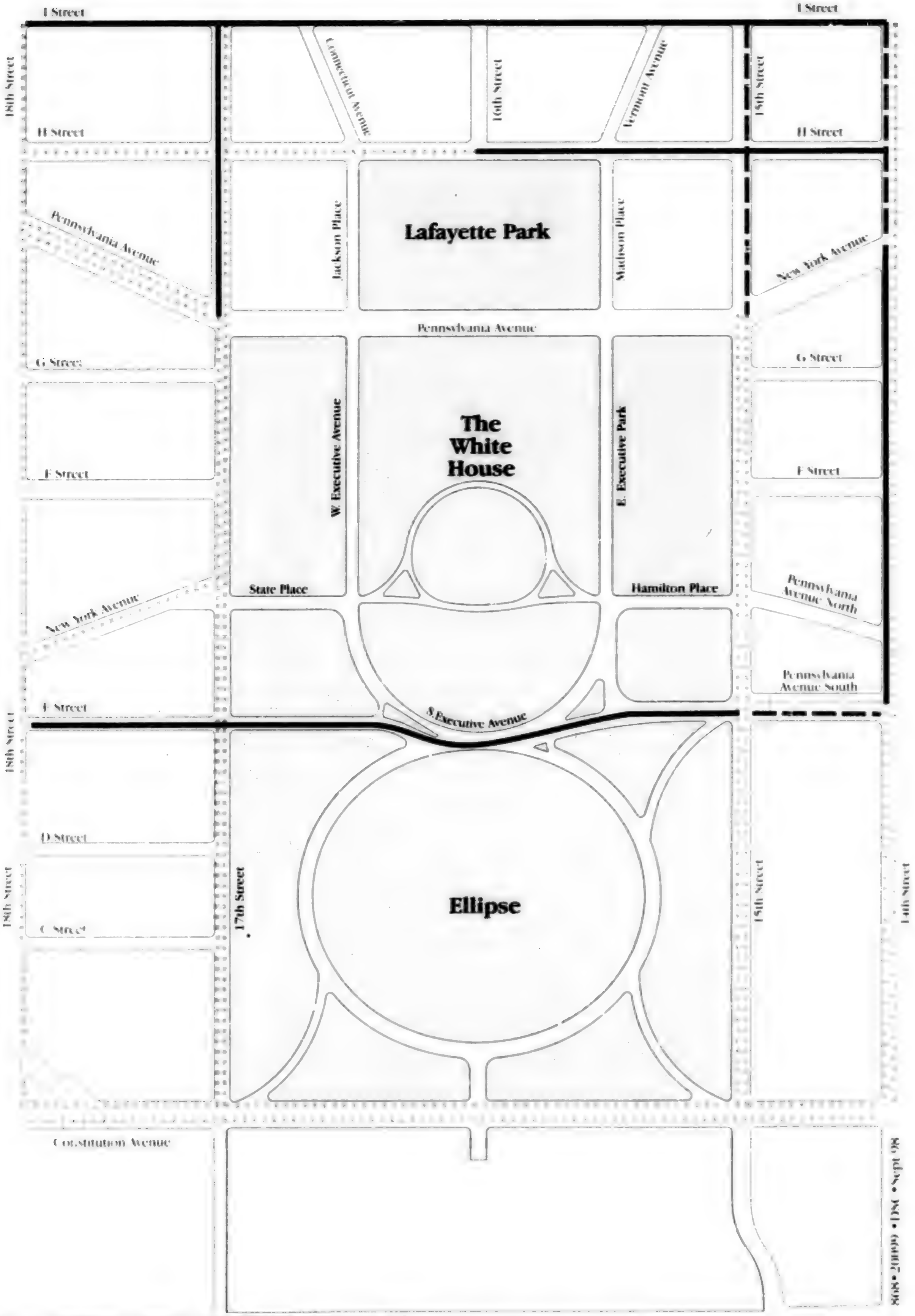

Source: U.S. Department of Treasury 1997, Federal Highway Administration 1997

NORTH

LEVEL OF SERVICE BY TRAFFIC FLOW DIRECTION (1995 data)

┈┈┈┈ Under capacity (LOS A-D)

– – – – At capacity (LOS E)

——— Over capacity (LOS F)

Street Levels of Service PM Peak Hour

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United States Department of the Interior / National Park Service a half day or full day occur perhaps five times per year or less. Since these closures are generally not scheduled, no advance notice is given to the public. Consequently, drivers cannot anticipate the closure in time to use an alternate route. This leads to increased congestion in the area as traffic moves around President's Park. The trend in recent years has been for these temporary closures to occur more often.

Site Access

In addition to walking, numerous transportation modes provide access to President's Park, including private vehicles, transit, taxi, and special transportation services for tourists. Private vehicle use for site access is limited by small amounts of on-street public parking (see the "Parking" section below). Private vehicles are also used for a drive-by experience of the White House, primarily from E Street. Public transit access includes the Metrorail (the subway) and Metrobus. Both of these services provide access within a few blocks of President's Park. Access to the site by taxi is also very easy due to the major roadways in the study area. Special transportation services for tourists include the Tourmobile, which has a fixed route, and commercial tour buses. People frequently park offsite and use public transit to get as close as possible and then walk to their destinations. The demand or use of these transportation modes varies by the type of user.

People traveling to President's Park can be categorized as visitors (White House tour visitors or general visitors), White House business visitors, and staff (White House, Old Executive Office Building, Treasury). Information specific to White House tour visitors is presented below.

Table 9 shows the modes of arrival for visitors coming for either congressional tours or public tours of the White Hosue. Following is some of the most important information about the existing transportation characteristics:

- The subway is the most common mode of transportation, used by 34% of the people on congressional tours and 27% of the people on public tours.
- Private vehicles account for 22%–23% of the people on both the congressional tours and the public tours.

TABLE 9: MODE OF ARRIVAL FOR WHITE HOUSE TOUR VISITORS

	CONGRESSIONAL TOURS				PUBLIC TOURS			
MODE	**Fall**	**Spring**	**Summer**	**Total**	**Fall**	**Spring**	**Summer**	**Total**
Private Vehicle	21%	22%	25%	23%	24%	18%	25%	22%
Subway	28%	34%	39%	34%	30%	22%	28%	27%
Cab	22%	20%	16%	19%	4%	6%	7%	6%
Bus	6%	5%	3%	4%	4%	5%	3%	4%
Tour Bus	8%	3%	1%	4%	14%	27%	19%	20%
Walk	13%	15%	15%	14%	22%	21%	16%	20%
Other	2%	1%	1%	1%	3%	1%	2%	2%

SOURCE: Univ. of Idaho, CPSU 1993.
NOTE: Sizes of visitor groups sampled:

	Congressional Tours	Public Tours
Fall	218	237
Spring	244	240
Summer	230	226
Total	692	703

- Taxis are used by about 19% of the congressional tour visitors, but only 6% of public tour visitors arrive by cab. One possible reason for this difference could be the early hour of the congressional tours; people do not want to be late, so they are more likely to take a cab.
- Tour buses are more likely to be used by people taking public tours, with approximately 20% of public tour visitors arriving by this mode, compared to only 4% for congressional tour visitors.
- Approximately 14% of visitors on congressional tours and 20% of visitors on public tours walk to the site.

Another visitor characteristic that may be relevant in analyzing or planning transportation services for visitors to the White House is visitors' lack of familiarity about the best means of getting to President's Park. About 75% of the people visiting the White House are first-time visitors: 73% of the people on congressional tours were visiting the White House for the first time, and 80% of the people on public tours. Less than 1% of all visitors were from Washington, D.C.

Public Parking

Public, Visitor, and Other On-Street Parking

On-street parking spaces were inventoried from the south side of H Street to the north side of Constitution Avenue, and from the east side of 17th Street to the west side of 15th Street. Total *staff* parking within this area amounted to 846 spaces (see "Home and Office of the President" section, beginning on page 155). Total *public* parking spaces within President's Park amount to 103 spaces, 66 of which are time-limited spaces and 37 are metered. Other spaces within this area include 8 spaces for official sightseers and 26 spaces for vendors. Table 10 lists the locations of these on-street parking spaces.

Parking within President's Park

General public parking spaces within President's Park (the same area as defined above) are used by workers in nearby offices, White House business and tour visitors, general visitors to President's Park (non-tour visitors), and business-related visitors. The parking spaces available to the general public on weekdays and weekends within this area are only those spaces not posted for specific users or permit holders.

A total of 103 public spaces are available during the day, including 37 metered spaces and 66 time-limited spaces. Most spaces are restricted in the morning and afternoon peak hours. Other spaces that are restricted by time of day or duration include permit, government, official sightseer, and vendor spaces. All time-limited and metered spaces are short-term, ranging from two to three hours.

Of the total 103 public spaces, only 37 are available during weekday afternoon peak hours. No spaces are available during weekday morning peak hours. All 103 spaces are available during weekday evenings (after 6:30 P.M.) and on weekends. An additional 500 permit and official, or sightseer spaces are available to the general public during weekday evenings and/or on Sundays.

Parking within Three Blocks of President's Park

The parking supply was also assessed for a larger area extending three blocks out from the boundary of President's Park (from Constitution Avenue / Madison Drive to K Street, and from 12th Street to 20th). Public parking

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TABLE 10: ON-STREET PARKING SUPPLY BY REGULATION AND LOCATION IN PRESIDENT'S PARK

	STAFF PARKING		PUBLIC PARKING		OTHER		
LOCATION	NPS PERMIT	PERMIT & HANDICAP	TIME-LIMITED	METERED	SIGHTSEER	VENDOR	TOTAL
15th Street (west side)							
Between Pennsylvania Ave / New York Ave. and Hamilton Pl.							0
Between Hamilton Pl. and Pennsylvania Ave. South							0
Between E St. and Constitution Ave.					8	16	24
17th Street (east side)							
Between Pennsylvania Ave. and State Pl.		27					27
Between State Pl. and E St.			4	9			13
Between E St. and Constitution Ave.			9	28		10	47
Ellipse and Doglegs	26	469					495
East Executive Park / West Executive Ave.							
East of White House		87					87
West of White House		30					30
Constitution Ave. (north side)			53				53
E St. (inside President's Park)		44					44
State Pl.		52					52
Jackson Pl.		58					58
Madison Pl.							0
Hamilton Pl.		53					53
H St. (south side)							
Between 17th St. and Vermont Ave.							0
Between Vermont Ave. and 15th St.							0
Subtotal	26	820	66	37	8	26	
Total		846		103		34	983

SOURCE: Parking inventory, Nov. 1994, July 1996, and Aug. 1997 by BRW, Inc.

* Does not include parking spaces inside the security fence. Includes on-street spaces within the inventory area (from the south side of H St. to the north side of Constitution Ave., and from the west side of 15th St. to the east side of 17th St.).

was assumed to include primarily metered and time-limited spaces in addition to those spaces not posted for specific users or permit holders. Within this larger area, a total of 2,143 public parking spaces are available, including 1,771 metered spaces and 372 time-limited spaces.

Several other types of parking are available within three blocks of President's Park. For example, vendor parking is provided on the south side of Constitution Avenue between 14th and 15th Streets. Government parking is provided in four locations: along the east side of 15th Street between Pennsylvania Avenue South and Constitution, along the north side of E Street between 18th and 19th Streets, on the south side of F Street between 17th and 19th Streets, and along the east side of 12th Street between Pennsylvania and Constitution. Permit parking is available on the west side of

Vermont Ave between K and I Streets, along the east side of Vermont Ave between I and H, and along the east and west sides of 12th Street between Constitution and Madison.

Tour Bus Parking

Five 2-hour spaces are designated for tour bus parking on the west side of 15th Street between Pennsylvania Avenue South and Constitution Avenue. These spaces are used early in the morning when tour bus operators arrive to secure passes for that day's tour. Tour buses also stop on Pennsylvania Avenue South in front of the White House visitor center during the morning rush hour, even though this is a no-parking zone. Use of the 2-hour tour bus parking along 15th Street is inconsistent and depends on the time of day.

Other tour bus locations within three blocks of President's Park include the east side of 16th Street between H and I Streets, a short segment on the west side of 14th Street just south of Pennsylvania Avenue South, and the south side of Virginia Avenue between 17th and 18th Streets.

Public Transit

Public transit services are provided by the Washington Metropolitan Area Transit Authority (WMATA) and include Metrorail (a fixed guideway system, which is underground in this area) and Metrobus.

Metrorail

There are four Metrorail stations within several blocks of President's Park and the White House (see table 11). These stations provide access to President's Park and the surrounding area for both commuters and tourists, including White House visitors.

TABLE 11: METRORAIL STATIONS

STATION	LOCATION	LINES SERVED
McPherson Square	I St. & Vermont Ave.	Blue, Orange
Farragut West	I St. & 18th St.	Blue, Orange
Metro Center	G St. & 12th St.	Blue, Orange, Red
Federal Triangle	Pennsylvania Ave. & 12th St.	Blue, Orange

SOURCE: Metro System Route Map, Virginia and DC, January 1994.

Metrobus

Metrobus routes run along the edge of President's Park; no routes use E Street or 17th Street within President's Park. Metrobus stops include 15th Street northbound at H Street; 17th Street northbound at F and H Streets and southbound at F Street; Constitution Avenue eastbound at 17th Street and westbound at both 16th and 17th Streets; and H Street along the south side between Jackson Place and 15th Street (the bus stops on H Street serve 15 routes, including the terminus for one route). These routes, as well as several other routes, travel through the eastern portion of the study area. Some end at Farragut Square west of the study area. Many routes operate only during the morning and afternoon peak periods, serving predominantly commuters. Some bus routes offer all-day service.

Tourmobile and Tour Bus Circulation

Special transit services for tourists to the President's Park area are provided by privately operated tour buses and the Tourmobile, which operates under contract to the National Park Service. The Visitor Use and Services map (page 165) shows the routes for both systems.

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Tour Buses

On a typical peak-season day, an estimated 1,000 tour buses operate within the District of Columbia. These tour buses provide several different services, such as transportation into and around the District for tour groups from outside the area; local transportation for tour groups arriving at the airport; and local transportation for individuals and families who arrive in the District on their own and use the tour bus for informational/interpretive purposes, either on a half- or whole-day schedule.

Relative to the White House and President's park, tour buses deliver and pick-up visitors taking White House tours, and they offer drive-by views of the White House from E Street. Tour buses do not circulate on Ellipse Drive. Buses serving White House tour participants arrive at the visitor center on Pennsylvania Avenue South to obtain free tour tickets. During the peak season (March-September) buses park in the Constitution Avenue bus zone; through the rest of the year they park along the southbound curb lane of 15th Street. Tour buses do not circulate on the Ellipse.

Tourmobiles

Of the four tour routes operated by Tourmobile Sightseeing, Inc. (the concession operation under contract to the National Park Service), the Washington Mall tour attracted about 35% of the passengers in 1991 (560,965 of 1,599,034 passengers total). The Tourmobile travels east on Constitution Avenue, enters the Ellipse at 16th Street, and continues clockwise around Ellipse Drive until it reaches the White House stop on the northeast corner of the Ellipse near the visitor center (see the Visitor Use and Services map). From here the Tourmobile proceeds along Ellipse Drive and exits at 16th Street to proceed to the Smithsonian. The White House stop is the fourth highest patronage stop on the entire system. (The three most frequented destinations, in order, are the Lincoln Memorial and Arlington Cemetery visitor center, the Washington Monument, and the Smithsonian's Air and Space Museum.)

Approximately 15% of White House tour visitors use the Tourmobile services. This usage is low considering that approximately 90% of the White House tour visitors go to multiple destinations within the Monumental Core.

Tourmobiles operate from 9 A.M. to 6:30 P.M. June 15 through Labor Day, and from 9 A.M. to 4:30 P.M. during the rest of the year. Highest use periods are the two weeks surrounding the Cherry Blossom Festival and summer. Lowest use is from November through March; spring and fall are designated as off-peak seasons. The frequency of service (referred to as the time between buses, or headways) is highest during peak seasons (with 10–15 minute headways), slightly less during the off-peak seasons (15–20 minute headways), and lowest during winter (30 minute headways).

Due to heavy vehicular and pedestrian traffic, as well as a wide variety of special events, it is often difficult or impossible for the various transit modes to adhere to a schedule. The Tourmobile trams dispatched at their regular headways experience "bunching" at points along the tour route, creating gaps in service. Specific operational problems within the vicinity of President's Park are

- left turns from Constitution Avenue to Ellipse Drive because of having to cross four traffic lanes on Constitution Avenue
- delays on Ellipse Drive because of the narrow roadway and conflicts with parked vehicles and careless parking in difficult spaces

- service disruption when traffic on the Ellipse is halted for helicopter departures from the south lawn area

Pedestrians

Pedestrian volumes were counted at E Street crosswalks and major intersections during peak periods at morning, noon, and afternoon (see table 12). The Pedestrian Street Crossings map shows these locations and the volume of pedestrian crossings for the peak periods.

- *Weekday morning peak period* — The busiest intersection weekdays 6:30 to 9:30 A.M. is Pennsylvania Avenue / 17th Street, followed by Pennsylvania Avenue South / 15th Street and New York Avenue / 15th Street. It is likely most of these pedestrians are commuters, plus a much smaller number of visitors arriving from the Farragut West, the McPherson Square, and the Federal Triangle Metrorail stations. The volume of pedestrians at the Pennsylvania Avenue South / 15th Street intersection includes visitors to the White House and the White House visitor center. Since morning counts were taken only at the Constitution Avenue / 15th Street intersection, it is not possible to quantify the number of commuters and visitors entering President's Park during this time period from the south.
- *Weekday midday peak period* — The busiest intersections at midday (11:30 A.M. to 2:30 P.M.) are Pennsylvania Avenue / 17th Street, New York Avenue / 15th Street, and Pennsylvania Avenue South / 15th Street. Concentrations of pedestrians at the Pennsylvania Avenue intersections include a mix of visitors entering the study area from Metrorail stations, visitors circulating in the area, and local business people. There are also fewer recreational users, such as joggers and in-line skaters.

  Intersection volumes along Constitution Avenue include visitors, local business people, and recreational users circulating between this area and the National Mall and along the south side of Constitution Avenue.

TABLE 12: WEEKDAY PEDESTRIAN VOLUMES

Intersection	6:30– 9:30 A.M.	11:30 A.M.– 2:30 P.M.	4 – 7 P.M.
Pennsylvania Ave. / 17th St.	4,500	8,100	5,000
New York Ave. / 15th St.	1,200	4,600	2,100
New York Ave. / 17th St.	600	2,300	1,400
Hamilton Pl. / 15th St.	500	900	600
E St. / 17th St.	800	2,200	1,300
Constitution Ave. / 15th St.	800	1,000	800
E Street Crosswalks			
Pennsylvania Ave. South / 15th St.	3,300	3,800	2,000
East Executive Ave.		1,100* 2,200	700
West Executive Ave.	300	500	400

SOURCE: Intersection data are from a June–September 1995 survey by the Federal Highways Administration. E Street crosswalk data are from an August 1997 survey by BRW, Inc.

* Does not include White House tour groups.

- *Weekday afternoon peak period* — Afternoon pedestrian traffic (from 4 to 7 P.M.) is concentrated at the intersections of Pennsylvania Avenue / 17th Street, New York Avenue / 17th Street, New York Avenue / 15th Street, and Pennsylvania Avenue / 15th Street due primarily to commuters leaving the area by means of the Metro system. Pedestrian activity is also concentrated at the intersections of New York Avenue / 17th Street and E Street / 17th Street.

- *E Street* — Visitors concentrate along E Street because of the location of the White House visitor center on Pennsylvania Avenue South, the White House tour staging area on the Ellipse, and views of the White House from the south fence.

  Crosswalks are designated on E Street to the west of West Executive Avenue and East Executive Park. On weekdays approximately 1,660 pedestrians cross at the West Executive Avenue crosswalk during a 12-hour period, and approximately 5,870 at the East Executive Park crosswalk. On White House tour days up to 5,000 additional crossings can be made. In addition, for the same time period, about 3,510 pedestrians (or 32%) cross E Street without using the designated crosswalks (BRW pedestrian count, August 26, 1997). Pedestrian activity was greater on a Saturday than on a Tuesday.

  The E Street / 15th Street / Pennsylvania Avenue South intersection also has a high volume of pedestrian crossings as people go to and from the White House visitor center. Approximately 12,340 pedestrian crossings at this intersection were recorded for a 12-hour period on a weekday in August 1997. Again, more pedestrian crossings were recorded on a Saturday than on a weekday.

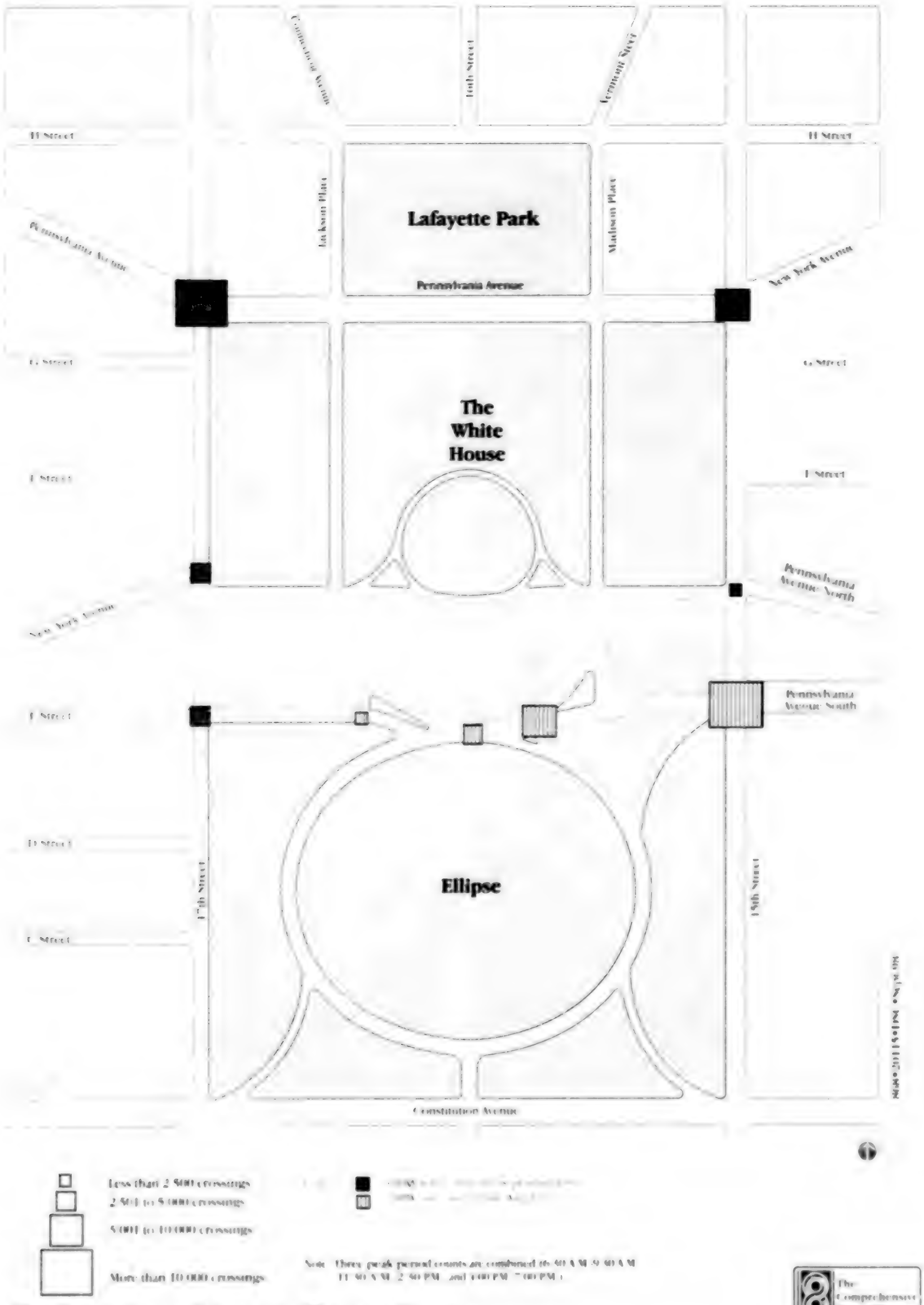
  About 45% of the pedestrians crossed 15th Street on the south side of this intersection. (Crossings are not allowed on the north leg of the intersection, even though people do cross there with some difficulty.) In general, as many pedestrians crossed this intersection going north/south as they did going east/west.

Bicycles

The *Long Range Transportation Plan* and the *Bicycle Plan for the National Capital Region* (NCRTPB 1994a, 1995) list no existing or proposed bike paths within the project area. Bicyclists use many streets and sidewalks within the area. Bicycle use in Lafayette Park is in violation of federal regulations.

Table 13 presents daily weekday bicycle volumes at eight intersections and one midblock crossing in the study area. This information was collected in 1992 and represents the conditions before public vehicular restrictions on Pennsylvania Avenue.

Weekday bicycle volumes generally remain steady or decline slightly through the morning, then gradually peak during the 3:30–6:30 P.M. period. Volumes at the intersections of Pennsylvania Avenue / Madison Place and Pennsylvania Avenue / 17th Street, however, increase rapidly to peak around 11 A.M., at levels far exceeding other intersections in the area, then decrease gradually through the afternoon. Overall, weekend bicycle volumes are 50% lower than weekday volumes. Weekend traffic increases steadily through the day to peak during the 3:30–6:30 P.M. period, with the heaviest concentration along E Street. The bicyclist figures represent commuters, recreationists, and messenger service.



Note: Three peak period counts are combined (6:30 A.M.-9:30 A.M., 11:30 A.M.-2:30 P.M., and 4:00 P.M.-7:00 P.M.)

Pedestrian Street Crossings

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TABLE 13: WEEKDAY BICYCLE VOLUMES
(PRIOR TO THE CLOSURE OF PENNSYLVANIA AVENUE)

RECORDING LOCATION	VOLUMES		
	7–9 A.M.	10 A.M.–1 P.M.	3:30–6:30 P.M.
Pennsylvania Ave. / Madison Pl.	94	414	350
Pennsylvania Ave. / 17th St.	75	164	133
New York Ave. / 15th St.	38	53	60
New York Ave. / 17th St.	32	28	103
Hamilton Pl. / 15th St.	12	8	27
E St. / E. Executive Ave.	41	33	49
E St. / 15th St.	83	11	68
E St. / 17th St.	49	44	113
E St. midblock crossing (illegal)	2	1	4
Subtotal	**426**	**756**	**907**
Constitution Ave. / 15th St.	NA	35	183
Constitution Ave. / 16th St.	NA	43	140
Constitution Ave. / 17th St.	NA	75	247
Total	**NA**	**909**	**1,477**

SOURCE: 1992 survey; BRW, Inc., 1993.

* * *

Socioeconomic Environment

The region of socioeconomic influence is the Washington, D.C., metropolitan area. For statistical purposes the metropolitan area is defined as the Washington, D.C. / Maryland / Virginia Metropolitan Statistical Area (MSA). In addition to the District of Columbia, this area includes Calvert, Charles, Frederick, Montgomery, and Prince George's Counties in Maryland; and Arlington, Fairfax, Loudoun, Prince William, and Stafford Counties in Virginia. The incorporated cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park are located within the Virginia portion of the area; and the cities of College Park, Takoma Park, Greenbelt, and Bowie are within the Maryland portion.

Some labor force data are not available for the metropolitan statistical area and are reported for the larger primary metropolitan statistical area instead. In addition to the metropolitan statistical area, this area includes portions of West Virginia. Primary data sources for regional data were the Metropolitan Washington Council of Governments, the D.C. Department of Employment Services and Office of Planning, and the U.S. Bureau of Labor Statistics.

The District of Columbia is divided into eight wards. The White House and President's Park are included in Ward 2, which is comprised of all of southwest Washington and that portion of northwest Washington generally south of Whitehaven Parkway and Florida Avenue. Within Ward 2 the study area is described as a subarea, based on an analysis of a building and property database obtained from the D.C. Office of Planning. Data for Ward 2 are provided where available. Because the study area contains portions of seven census tracts, information for individual census tracts was determined to be of limited value.

Trends and Forecasts

Employment

Total wage and salary employment in the Washington MSA grew from 1,637,100 in 1980 to 2,409,000 in 1995, an average annual increase of approximately 51,500 jobs per year (average growth rate of 2.6% per year). A substantial portion of this growth took place between 1980 and 1990. Since 1990 regional job growth has slowed substantially to 13,100 jobs per year (or 0.6% annual growth), with only the services sector accounting for significant job growth. By contrast, the government, construction, manufacturing, and finance/insurance/real estate sectors have recorded net job losses.

According to the D.C. Department of Employment Services, the reductions in employment have been felt disproportionately within the District of Columbia. Since 1990, the District has experienced a loss of 42,700 jobs, or 8,540 jobs per year. The greatest reductions have been in the government sector because (1) federal jobs have moved from the District to the Maryland and Virginia suburbs, and (2) government downsizing. Only the services sector, which includes a range of business types (such as professional services and consultants, health care associations, and the hospitality industry), recorded net job gains over the last five years. It is now the largest employment sector in the District of Columbia, capturing 41.1% of total employment in contrast to the government sector, which supports 39.5%. Other sectors individually capture less than 10% of total employment.

Growth in unemployment within the District has been more severe than at the regional

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level. In the District unemployment increased from 6.6% to 8.9% between 1990 and 1995.

According to the Metropolitan Washington Council of Governments, employment within the Washington MSA is forecast to grow at a slowing pace (employment in these forecasts is broader than the historical data and includes military, self-employed, and mining). The region is expected to sustain an average growth rate of 1.4% in the 2000–10 period and 1.0% until 2020. The District will still be the slowest growing portion of the region, but the recent loss in jobs should reverse, with jobs growing at a 0.5% rate in the 2000–10 period and to 0.6% in the following decade. Given the overall slowdown in the region, these forecasts imply the District will begin capturing between 9.4% and 13.8% of the regional job growth in the 20-year time period, assuming a change in the current movement of jobs to the suburbs.

Population

U.S. Bureau of the Census figures indicate that in 1995 the population of the District of Columbia was 554,300, down from 638,333 in 1980. This reflects an annual change in population of –0.5% between 1980 and 1990, and -1.2% percent between 1990 and 1995. Losses are largely due to declining household sizes and net job growth in suburban counties.

The population of Ward 2 was relatively stable between 1980 and 1990, with a total increase of 1,965 persons. Current ward population estimates are not available, but given the low levels of new housing construction, estimates are expected to be similar to 1990 figures.

Forecasts by the Metropolitan Washington Council of Governments indicate the District of Columbia will have a 0.6% annual growth rate in population from 1995 to 2020, showing positive growth for the period as compared to the negative annual growth from 1980 to 1995. The District of Columbia population loss is expected to bottom out in 2000 at 536,800 and to increase to 636,400 by 2020.

Socioeconomic Characteristics

According to 1990 census data, the largest portion of the 1990 population for the District of Columbia consists of people 25 to 44 years of age, accounting for 35.7% of the total population. The working age population (20 to 64) accounts for 64.1% of the total. Ward 2 has a similar age distribution, with 71.6% of the population in the 20–64 age group.

Average per capita income in the District was $18,881 in 1989; average household income was $44,413. Ward 2 per capita income was $21,416 and average household income $49,647. Per capita income has risen faster in the District than in the metropolitan statistical area over the last four years (a 24.5% increase), possibly reflecting the number of single professionals remaining in the District compared to the number of families with children moving to the suburbs.

In 1990 African-Americans comprised 65.9% of the District population, and whites 29.6%. Ethnic distributions vary within Ward 2, with whites accounting for 56.1%, African-Americans 35.9%, and Hispanic 7.2%.

The characteristics of the housing stock are dramatically different in the District of Columbia and Ward 2 than they are in the Washington MSA, with multifamily units accounting for 60.9% of all units in the District and 78.2% of all units in Ward 2, compared to just 36% for the metropolitan statistical area. Rental units represent 60.5% of all units within Ward 2. Single-family units comprise only 19.7% of housing within the ward, compared to 62.6% in the metropolitan area.

D.C. Revenues

Even though the District remains the hub of the Washington metropolitan region and a prime tourist attraction, recent federal workforce reductions, coupled with private retail and service sector job losses, have affected D.C. revenues. Total general fund revenues are flat at approximately $4.3 billion, while expenses are rising. Projected revenues for FY 1996 by source area are shown in table 14.

Property taxes represented 15.4% of general fund revenues in FY 1995, the largest revenue source. Real property is assessed at 100% of estimated market value. The second largest source of tax revenues was individual income taxes and business franchise taxes, with 19% of FY 1995 revenues or $804 million. Sales and use taxes were the third highest source, comprising 11.4% of general fund revenues in FY 1995. The District levies a 5.75% rate and exempts groceries and drugs. Alcohol is taxed at 8%, restaurants 10%, and parking 12%.

Payments from the federal government are the largest overall source of revenue and are fixed at $660 million per year.

There are approximately 2,000 vendor business licenses within Washington, D.C. Most of these licenses apply to mobile and sidewalk vendor locations. According to the D.C. Department of Regulatory Affairs, there are 76 roadway spaces; each space has one licensed vendor. These spaces are all located in the vicinity of the White House and Monumental Core on 15th Street, 17th Street, Independence Avenue, and Constitution Avenue. Each year food vendors pay a license fee of $130 and merchandise vendors a license fee of $106. Each vendor license holder also pays a flat sales tax fee of $1,500 per year.

TABLE 14: TOTAL D.C. GENERAL FUND REVENUES, FY 1995 AND 1996 (IN THOUSANDS OF DOLLARS)

REVENUES	FY 1995 ACTUAL	FY 1996 PROJECTED
Real Property Taxes	654,300	640,100
Individual Income Taxes	643,700	658,100
Business Franchise Taxes	160,700	152,700
Sales Taxes	485,650	506,650
Gross Receipts Taxes	210,900	237,450
Other Taxes	61,300	140,700
Subtotal	2,216,550	2,335,700
Local Nontax Revenue	204,000	173,800
Federal Payments	660,000	660,000
Grants	855,305	822,600
Other Financing Sources	314,145	304,350
Subtotal	2,033,450	1,960,750
Total Revenues*	**4,250,000**	**4,296,450**

SOURCE: DC FY 1997 Budget and Finance Plan.

* FY 95 total revenues were estimated from the General Fund Revenue Table.

According to the Department of Regulatory Affairs, these 76 spaces are the most desirable vendor locations, generating from $2,000 to $5,000 per day in business revenues from April through September; even during the off-season revenues are still high compared to other vendor locations. Because of their desirability, these spaces are allocated through a monthly lottery. Typically as many as 1,200 people apply for the 76 available licenses.

Land Use

Land uses and the local economy are described for the area extending from Constitution Avenue north to I Street, and from 14th Street west to 18th Street. For issues related to leased parking spaces, the area of influence extends beyond the study area to include parking garages within a 10-minute walk of the White House.

President's Park consists of some 3.8 million square feet or about 57% of the study area (see table 15). Surrounding land uses are predominantly government and government-related offices. Office space totals 14,406,071 square feet (94.4% of the total building area, excluding President's Park properties). According to the D.C. Department of Planning about 43,600 employees work in this area.

The study area includes street-level commercial uses and upper floor offices on G, H, and I Streets and Pennsylvania Avenue between 17th and 18th and on F, G, and I Streets between 14th and 15th. Three financial institutions flank the corner of Pennsylvania Avenue and 15th Street. Cultural institutions, such as the Corcoran Gallery of Art and the Daughters of the American Revolution Memorial Continental Hall, are also within this area. Except for the White House, there are no residential land uses in this area. To the north of President's Park is a primary business district, centered on K Street and Connecticut Avenue. To the west are more government offices (including the Department of Interior, General Services Administration, World Bank) and George Washington University. To the east are government offices and private development. To the south is the National Mall.

TABLE 15: PROJECT AREA LAND AND IMPROVEMENTS BY LAND USE CLASSIFICATION

LAND USE	PARCELS	LOT SIZE (SQ FT)	GROSS BUILDING AREA	ASSESSED LAND VALUE	ASSESSED IMPROVEMENT VALUE
Commercial — Nonretail					
Office	96	2,534,629	14,406,071	$1,705,176,230	$929,817,333
Banks and Financial	2	10,419	36,352	5,745,506	1,694,425
Lodging	2	34,369	316,876	19,587,937	10,584,413
Subtotal	100	2,579,417	14,759,299	$1,730,509,673	$942,096,171
Commercial — Retail					
Retail Store	3	36,226	292,802	$29,066,292	1,615,282
Theaters and Entertainment	1	3,852	11,460	589,356	506,268
Private Club	1	12,229	81,695	6,677,526	4,510,800
Restaurant	2	5,206	12,756	3,387,060	179,460
Store / Restaurant	1	3,094	10,950	569,296	1,670,226
Subtotal	8	60,607	409,663	$40,289,530	$8,482,036
Miscellaneous					
Parking Garage / Lot	2	13,789	0.00	$2,921,910	$2,371
Museum, Library, Gallery	3	99,868	63,218	44,179,580	3,104,462
Religious	1	15,975	23,148	1,581,525	3,087,700
Subtotal	6	129,632	86,366	$48,683,015	$6,194,533
President's Park	5	3,834,422	NA	NA	NA
Vacant	4	66,687	5,085	37,578,447	0
Project Area Total	**123**	**6,670,765**	**15,260,413**	**$1,857,060,665**	**$956,772,740**

SOURCE: D.C. Department of Planning, Property Database.

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Based on assessed valuations, the study area has a total land value of $1.85 billion and building improvements are estimated at nearly $1 billion, excluding President's Park. Land and building values are relatively consistent throughout the area.

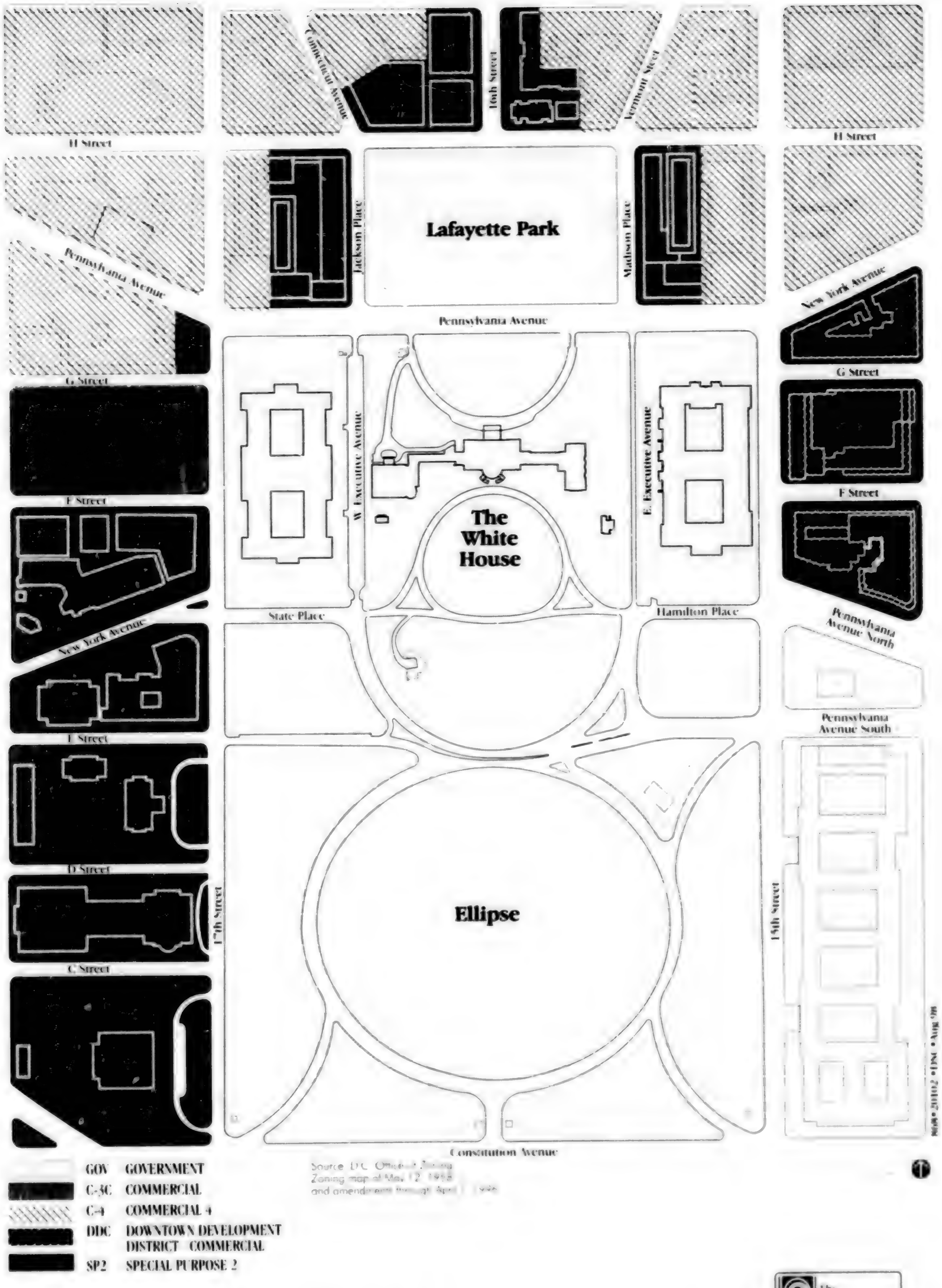
Zoning within the project area is largely consistent with the developed land uses (see the Project Area Zoning map). The area zoned commercial and special purpose comprises 73% of the project area compared to 27% zoned government (see table 16). Commercial zoning classifications allow for a mixture of office, retail, service, and institutional uses, while land zoned special purpose allows for office, service, and institutional uses but not generally retail.

TABLE 16: PROJECT AREA LAND AND IMPROVEMENTS BY ZONING CLASSIFICATION

	PARCELS		BUILDING AREA		LAND AREA	
ZONING CATEGORY	**NO.**	**PERCENTAGE**	**SQ. FT.**	**PERCENTAGE**	**SQ. FT.**	**PERCENTAGE**
Commercial-3C	2	1.6	323,226	2.1	47,434	0.7
Commercial-4	66	53.2	7,568,091	49.6	837,170	12.6
Commercial-5	1	0.8	210,935	1.4	21,490	0.3
Special Purpose-2	15	12.1	2,155,343	14.1	691,219	10.4
Government	34	27.4	2,928,527	19.2	4,847,409	72.7
Downtown Development District / Commercial	6	4.8	2,074,291	13.6	226,043	3.4
Project Area Total	**124**	**100.0**	**15,260,413**	**100.0**	**6,670,765**	**100.0**

Source: D.C. Department of Planning, Property Database.

* * *



Source D.C. Office of Zoning
Zoning map of May 12, 1958
and amendments through April 1, 1996

Project Area Zoning

The Comprehensive Design Plan for the White House

United States Department of the Interior / National Park Service

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SITE MANAGEMENT AND OPERATIONS

Jurisdiction and Security

The White House and President's Park are administered by the executive branch of government under several special subjurisdictions. The president's home is in the historic White House (the portion of the building constructed from 1792 to 1800). This part of the structure is administered by the Executive Residence at the White House, an agency headed by the chief usher. The president's offices in the West Wing, as well as staff offices in both the East and West Wings, are maintained by the General Services Administration for the Executive Office of the President.

The National Park Service is responsible for historic preservation, major maintenance, and construction in the historic portion of the White House. The Park Service is also responsible for maintaining the exterior of the entire White House, including the East and West Wings, although some work on the wings is done by agreement with the General Services Administration. The Park Service is also responsible for the gardens and grounds of the White House.

The Department of Defense manages some facilities and functions in support of the president's role as commander-in-chief. In addition, the U.S. Secret Service manages some facilities and functions in support of their security responsibilities.

The museum function of the White House was established by legislation in 1961, and the Office of the Curator and the Committee for the Preservation of the White House were established in 1964. Section 107 of the National Historic Preservation Act of 1966 specifically exempts the White House and its grounds from compliance with the act and its provisions. The White House Curator's Office, the National Park Service, and the Smithsonian Institution cooperate in the curation and storage of the White House museum collection. The American Association of Museums accredited the White House museum program in 1989. In all cases, however, primary emphasis is given to the status of the house and its contents as the residence of the president.

Lafayette Park and the Ellipse are managed by the National Park Service. The grounds of the White House and the Treasury Building are managed by the respective executive agencies, in conjunction with special maintenance arrangements with the Park Service; the grounds at the Old Executive Office Building are maintained by the General Services Administration. The buildings are managed by the executive departments, with some assistance from other agencies, such as the General Services Administration (the Old Executive Office Building and the East and West Wings of the White House) and the National Park Service (the Executive Residence and structures on the grounds).

Various other agencies and organizations have responsibilities within President's Park. The Commission of Fine Arts, established in 1910, reviews and makes recommendations for new architectural and artistic additions. The National Capital Memorial Commission (1986) recommends the placement of memorials. The White House Historical Association (1961) sponsors various projects connected with the site. The Committee for the Preservation of the White House (1964) oversees preservation of the "museum character of the principal corridor on the ground floor and

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the principal public rooms on the first floor of the White House." Additionally, private groups, like the Lafayette Square Historic Association, monitor public interests in the district and individual sites. Historic associations for the Old Executive Office Building and the Treasury Building have been established to commemorate and preserve the history of each building, and each association provides tours (by reservation only) for its particular building. (Tours of the Treasury Building are staffed by Treasury employees, who volunteer their time.) The National Capital Planning Commission (started in 1926) reviews and approves projects that directly affect the property and its continuing evolution. The Pennsylvania Avenue Development Corporation (1962–96) implemented the renewal of Pennsylvania Avenue from the Capitol to the White House, including Sherman Park and the eastern side of the U.S. Treasury Building.

Personal security for the president and his family is the responsibility of the U.S. Secret Service, which also has responsibility for the police protection of the White House and its contents. The United States Park Police provide general law enforcement in the areas of President's Park outside the White House complex. Law enforcement on most perimeter streets is by the Metropolitan Police Force of the District of Columbia.

The District of Columbia supervises matters of maintenance, traffic, and management, but fee-simple title to the right-of-way and jurisdiction ultimately remain with the U.S. government. Interior streets, such as E Street and State and Madison Places, are administered by the National Park Service.

Maintenance Operations

President's Park

Maintenance requirements for President's Park and the White House visitor center include storage space for equipment, supplies, and bulk materials; space for support services such as carpentry, electrical, and plumbing services; and storage for nursery materials for landscaping. These operations are all located away from President's Park in individual satellite facilities, making the transportation of staff and materials a daily logistical problem. These services were dispersed to satellite facilities in response to needs that were identified at particular times. However, travel times to move people and equipment from outlying bases to President's Park have increased substantially because of traffic congestion. As a result, one-way trips can take up to 2½ hours during special events like the Fourth of July celebration, seriously reducing the efficiency of operations.

Offices for management and administrative staff for the White House visitor center and President's Park are housed in the visitor center in the Commerce Building. The existing operational functions include interpretation and tour staging operations, as well as maintenance of the visitor center. Daily maintenance operations for President's Park (mowing, trash removal, and cleanup after White House tours) and setting up for special events and demonstrations are handled out of Hains Point, the location of regional NPS facilities about 1.5 miles away.

Operational needs for demonstrations and special events can vary, but they are generally quite intensive and generally occur within a short time period. For example, preparation for the egg roll requires approximately three to five days setup time on the Ellipse and White House grounds and two days for site restoration afterwards. For permitted special events, NPS staff provide a number of services, including grass cutting, sanitation, and water. The special event sponsor is responsible for specific costs, such as staff overtime, trash bags, water bubblers, generators, and stages (beyond base daily costs). If the National Park Service cosponsors an event, then it funds all services. Table 7 lists events and demonstrations, and their duration.

Turf maintenance is a continuing problem on the Ellipse, an area 850′ by 1,000′ — the largest open space in President's Park. Heat from a federally owned steamline running east to west under the middle of the Ellipse (from 17th and C Streets to 15th Street) interferes with grass and promotes weeds and bacteria growth. The dead, brown turf is very apparent on the Ellipse and from popular visitor locations, such as the Washington Monument. Disturbance and compaction from major special events and daily foot traffic and the lack of a sprinkler system also contribute to the unkempt appearance of the Ellipse throughout the year. The Park Service annually aerates, seeds, and sods areas but is not able to maintain the Ellipse to as high a quality as the White House grounds because of the amount of use and limited operational funding.

White House

The National Park Service is responsible for maintenance operations on the White House grounds, as well as for West Executive Avenue and East Executive Park. Operations are staged from a maintenance facility on the south grounds, where equipment and materials are stored. Maintenance operations for the White House grounds are independent of operations for President's Park.

Additional NPS facilities serving the White House are scattered throughout the metropolitan area. The functions provided by these facilities include a greenhouse, plant nursery, museum storage, and general storage. Because facilities are several miles from President's Park, additional expense and coordination are required to meet tight delivery schedules.

Utilities

There are numerous utilities of various types and sizes within the President's Park study area. Underground facilities include water, storm, sanitary, steam, gas, electricity, telephone, and telegraph lines. These facilities are concentrated generally in public street rights-of-way, although several utilities also cross President's Park. The Utilities map shows the most significant utilities, in terms of size and potential conflicts, although it does not show all electric, gas, telephone, and telegraph facilities within the area.

Steamline

Two 18″ steamlines and one 10″ condensate line cross the center of the Ellipse from east to west. The lines are buried directly in the soil, with no encasing tunnel. Estimates of the depth of the lines vary between 3′ and 6′ (pers. comm., Harry Washington, GSA, Washington, D.C., and Fran Woods, Summer Consultants, Virginia). The lines carry steam at 250 pounds per square inch and at a temperature of approximately 400°F. The exact date of installation is unavailable; however, most steamlines in the District were installed in the early 1970s.

The Ellipse steamlines are integral to the steam system that serves federal facilities in the Washington, D.C., area. These two particular lines connect two plants (known as the central plant, serving the eastern portion of the city, and the west plant) and associated distribution systems. The west plant is not sufficient in size to handle all building loads west of the Ellipse; therefore, this cross connection is used throughout the year, including summer, when maintenance outages at either plant require the cross connection to stay active for approximately one month.

NPS records for President's Park indicate that in the past pedestrians on the Ellipse have been injured by steam escaping from the lines; repairs have remedied known problems. An even greater concern is the structural stability of the line. The life expectancy of direct buried steamlines is approximately 15–20 years (pers. comm., Fran Woods, Summer Consultants); thus, many of the lines are at the end of their life span. A failure, such as a large rupture, of the Ellipse steamline could cause a large crater in the Ellipse and possible fatalities if the break occurred when people were in the area. Also, homeless people regularly sleep on the steam grates.

Sewers

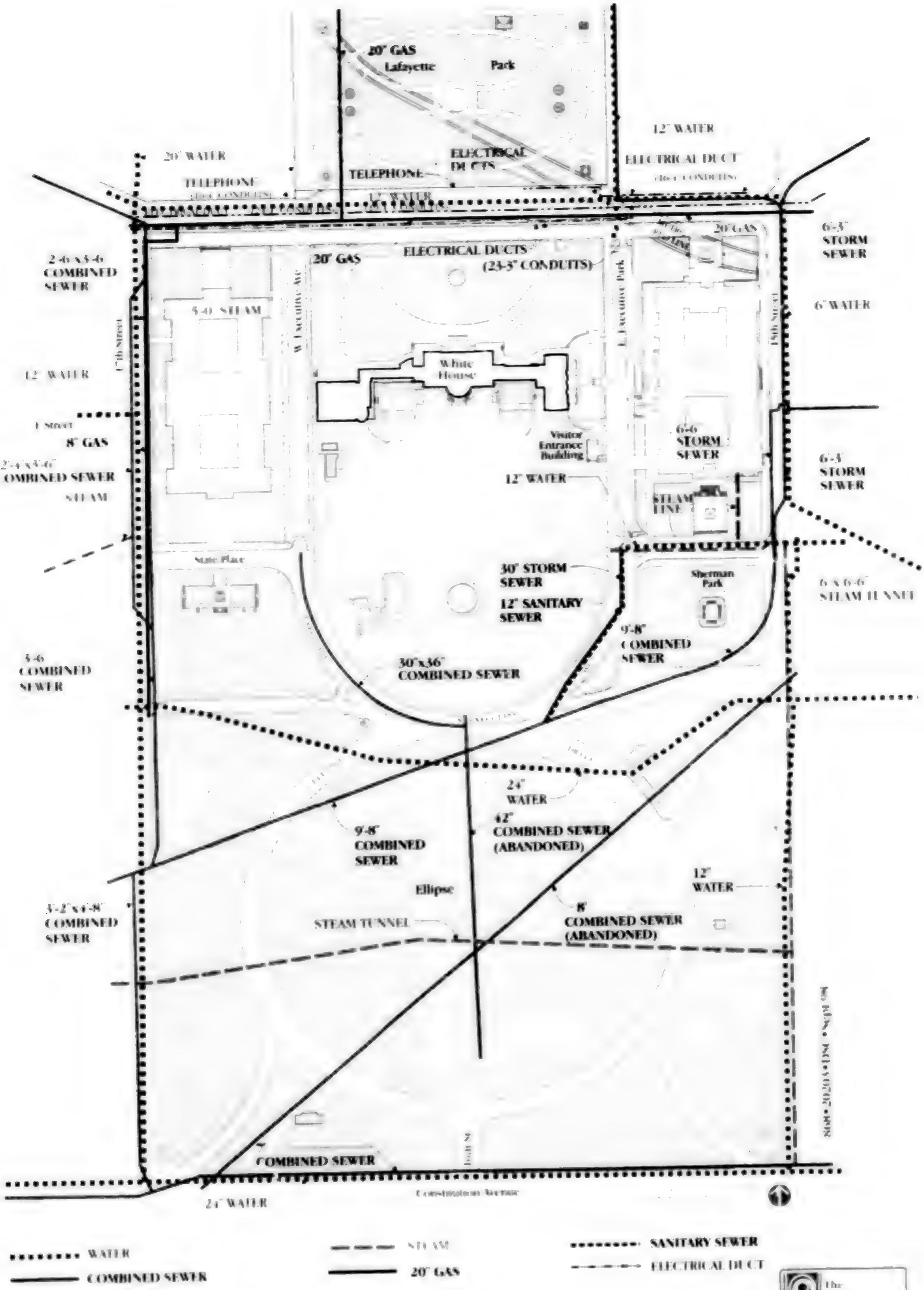
The study area is served by two trunk combined sanitary and stormwater sewers:

(1) North of E Street is the Easby Point line, which extends under 15th Street from New York Avenue to E Street and crosses the Ellipse in a southwest direction to 17th and D Streets. Stormwater from the Easby Point line enters the Potomac River north of the Lincoln Memorial. Sewage in the trunk line is separated from stormwater by a regulator at 22nd and Constitution Avenue and diverted into the B Street/New Jersey Avenue line. A pumping station at 2nd and N Street SE pumps the flow from this line to the Blue Plains wastewater treatment plant 1 mile north of I-95 on I-295.

(2) South of E Street is the B Street/New Jersey Avenue trunk sewer. Near the study area this line extends to the east under Constitution Avenue between 23rd Street and 10th Street. Stormwater from this line eventually flows into the Anacostia River.

The combined stormwater/sewer system in the study area has the capacity to handle normal flows. However, when excessive runoff enters the system during periods of above-average precipitation, the excess runoff may flow directly into local streams, particularly the Anacostia River. This excess is composed of untreated sewage mixed with stormwater. Untreated wastewater typically contains organic matter, pathogenic bacteria, nitrogen, phosphorus, and other pollutants that affect water quality. Flooding or sewer overflows sometimes occur near Constitution Avenue and 14th, 15th, and 17th Streets during periods of above average precipitation (pers. comm., Eb Strealy, Water and Sewer Utility Administration, 1996). Storm sewer backups also flood wheelchair ramps, as well as vehicular access and parking within President's Park.

Several steps have been taken to control combined sewer overflows over the years. The pumping capacity was increased in the sewage system, and sanitary waste lines were separated from stormwater lines where feasible. The District of Columbia also completed a swirl concentrator facility near the stadium to remove solids from the largest of the combined sewers and disinfect the flow discharged to the river. The effectiveness of the facility and other controls are being monitored, and some reductions in levels of suspended solids and bacteria have occurred (MWCOG 1993).



The Comprehensive Design Plan for the White House

Utilities

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ENVIRONMENTAL CONSEQUENCES

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ENVIRONMENTAL CONSEQUENCES

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IMPACT TOPICS

The environmental consequences of implementing the alternatives are considered in accordance with the National Environmental Policy Act. Even though the White House is exempted from compliance with the National Historic Preservation Act by section 107, impacts affecting cultural resources are being analyzed in the spirit of helping public officials to make decisions that are based on a full understanding of the environmental consequences, and to take actions that protect, restore, and enhance the environment.

The level of analysis throughout the "Environmental Consequences" part of this document varies in specificity. The analysis is generally adequate for identifying the type and degree of impacts, for comparing the alternatives, and for selecting the proposed actions. Additional resource data and site-specific analyses, however, could be needed as individual actions were undertaken. The implementation of selected actions would depend on funding, which would most likely be obligated over a 20-year period or longer. Site-specific analyses (environmental assessments) in compliance with the National Environmental Policy Act would focus on design and construction details and effects on site characteristics, such as soils, groundwater, and vegetation. Elements such as energy conservation and site-specific environmental practices would be considered as well. These analyses would be more cost-effectively completed at the time of design.

Mitigating actions listed in the first part of this document, "Alternatives, Including the Proposed Plan," would be taken during implementation. All impacts have been assessed assuming that mitigating measures had already been completed.

No impacts are discussed with regard to potential impacts of a design for Pennsylvania Avenue and Lafayette Park or for the design of security barriers on the north and south sides of the site. Designs and impacts for these projects will be fully analyzed in separate documents.

Impacts are discussed under the following headings, and under each heading impacts of actions that apply to a specific topic are discussed:

Cultural Resources — Impacts on the cultural landscape (including memorials and commemorative plantings), archeological resources, historic buildings and structures, and fine and decorative arts are described.

Natural Resources — Topics include subsurface soil and groundwater conditions that could affect proposed construction activities (known as a geotechnical evaluation), water resources (surface and groundwater), and vegetation and soils.

Home and Office of the President — For the Executive Residence, impacts are discussed for the first family (recreation space and privacy) and operations (storage and grounds maintenance operations). For the Executive Office of the President, effects are discussed for diplomatic and business visitors and staff in terms of visitor arrivals, parking, deliveries, and onsite circulation. Impacts on the news media are also discussed.

The Visitor Experience — Impacts on diplomatic and business visitors, the public (including visitors on public tours of the White House), pedestrians, and local residents are analyzed. The effects of noise on the public, particularly as a result of construction, are also considered.

Special Events — Impacts related to staging public events on the Ellipse and special events on the White House grounds are considered.

Transportation — Impacts are discussed for access and circulation; public parking; public transit, tour bus, and Tourmobile operations; and bicyclists.

The Socioeconomic Environment — Economic impacts on D.C. revenues, vendors, and local businesses are analyzed, along with impacts associated with construction and operations.

Site Management and Operations — Impact topics include site operations, maintenance, and utilities.

The following topics have been dismissed from further analysis, as explained below:

Wildlife, Floodplains, and Wetlands — As described in the "Affected Environment," there are no wetlands, or threatened or endangered plant or animal species, within President's Park or the White House grounds. In addition, neither President's Park nor the White House is within the 100- or 500-year floodplain.

Air Quality — The pollutants of concern in progressing to or maintaining air quality standards in the DC area are CO and ozone with its precursors (NO_x and VOC). These pollutants are associated with vehicle emissions and therefore higher concentrations tend to result from peak traffic periods. At specific locations within the study area, CO concentrations may increase or decrease with changes in the street network or traffic conditions. However, since either limited (approximately 170 spaces) or no additions to the parking supply and no increase in employees are proposed in the alternatives, vehicle emission levels in the metropolitan area are not expected to increase or to be impacted as a result of implementing any of the alternatives considered in this document.

Air quality within all proposed structures (underground parking facilities, underground pedestrian corridors, and the visitor center) would be addressed during design stages and in accordance with applicable industry standards and building codes.

Due to the urban setting of President's Park, effects on historic structures and buildings from exhaust fumes and airborne particulates, as well as traffic vibrations, would continue to be a problem in all areas. These effects are not expected to increase as a result of implementing the proposed plan.

First Amendment Demonstrations — No alternatives would affect the right of citizens to demonstrate within President's Park, in accordance with the First Amendment and current law.

The Presidential Inaugural Parade — No impacts to the inaugural parade are anticipated. Any construction under Pennsylvania Avenue would be scheduled so as to be finished before any future election. All other actions to Pennsylvania Avenue would be discussed as part of the long-term design for Pennsylvania Avenue.

IMPACTS OF THE PROPOSED PLAN

Cultural Resources

Impacts on the Cultural Landscape

Analysis

President's Park and the White House would be managed in accordance with the principles of significant past landscape designs, including the L'Enfant, Downing, McMillan, and Olmsted plans. Character-defining features such as rights-of-way and walks would be respected. Guidelines and cooperative programs with adjacent property owners and jurisdictions would be enacted to help preserve the unique character that has been developed over time. The implementation of *Design Guidelines* for the site would help ensure that design elements and materials would be compatible throughout the area, helping create a unified appearance for all of President's Park.

Actions such as removing surface parking within President's Park, providing for tour bus parking in areas away from the park, and staging public tours from the visitor center rather than the Ellipse would all help restore the integrity of historical views, as well as a sense of openness and dignity to President's Park.

Establishing formal entryways to President's Park would add new architectural elements on the site and focus visitor traffic at these locations. Each entryway would be designed to be compatible with its surroundings; for example, entryways on Jackson and Madison Places would be designed to fit with the neighborhood character of Lafayette Park. Any adverse effects of entryways could be mitigated through design to ensure that these elements were compatible with existing design features.

During the construction of belowground facilities historic views could temporarily be affected by the storage of construction equipment, supplies, and structures.

Resource Management. More proactive programs would be implemented to reduce the potential loss of character-defining features, such as tree groves and allées. The continued propagation of culturally or genetically significant plant materials would ensure their continued availability.

More consistent management of activities and more comprehensive care of historic resources would ensure the long-term protection of the site character and enhance the sense of decorum.

The addition of memorials would not be encouraged on the site, helping ensure that historical views from and to the White House would be maintained.

Instituting a comprehensive program to monitor and manage commemorative plantings, including assessing soils and drainage, would identify any potential adverse impacts, allowing corrective measures to be taken immediately.

Archeological investigations would be handled so as to minimize any intrusions on traditional views.

Home and Office of the President. Proposed actions would all help restore the integrity of views from the White House across the Ellipse area to the Washington Monument and the Jefferson Memorial. The appearance of E Street would be softened by adding a landscaped median between the public traffic lanes and the restricted access lane for White

House traffic. However, continued traffic across the park on E Street would still visually intrude on views south from the White House.

Diplomatic and business visitors would continue to arrive at multiple entries to the property, with no effect on the ceremonial character of the site. Continuing motorcade access to various points on the site would retain the ceremonial functions traditionally associated with the White House.

Redesigning West Executive Avenue as a pedestrian-oriented area that would be similar to East Executive Park would improve the appearance of this area, while retaining the roadway character. Vehicular access would still be allowed for motorcades and official visitors.

The proposed meeting facility under West Executive Avenue would be adjacent to the Old Executive Office Building (a national historic landmark); the proposed parking garage beneath Pennsylvania Avenue would be adjacent to the Lafayette Square National Historic Landmark District and the Old Executive Office Building, and near the Treasury Building (a national historic landmark); and the Ellipse parking garage would be near the Old Executive Office Building, the Treasury Building, the Fifteenth Street Financial Historic District, Pennsylvania Avenue National Historic Site, the Federal Triangle Historic District, and the Seventeenth Street Historic Area. Potential impacts from construction on the settings of these historic resources would need to be mitigated through sensitive design.

The 290-space parking garage under Pennsylvania Avenue would be accessed from the New Executive Office Building and from a new entrance on the north end of West Executive Avenue. While parking would be removed from West Executive Avenue and adjacent areas, an entrance portal on West Executive Avenue would be a new intrusion in the landscape. Using the existing portal in the New Executive Office Building would create no additional effect on the historic landscape.

Vehicular access to an underground Ellipse parking facility would be through portals on either side of 16th Street, between the Ellipse roadway and Constitution Avenue. These structures, as well as traffic entering and leaving the facility, would be a permanent intrusion on the formal and ceremonial vistas to and from the White House. Ventilation systems and pedestrian access points to the garage, as well as emergency exits, would need to be designed to minimize any additional adverse effects on the landscape. Locating access to parking garage pedestrian corridors south of E Street would avoid any potential impacts on First Division Monument and Sherman Park. However, additional aboveground intrusions in this area and the continued presence of traffic would potentially affect the setting of nearby historic structures and districts, intruding on the formal setting.

Constructing the underground Ellipse parking facility, utilities, and pedestrian and vehicular corridors would result in the permanent loss of an estimated 24 trees on the Ellipse, depending on the final location of facilities. If excavation was used as a construction technique, up to 31 additional trees could be at risk. These trees contribute to the present character of the Ellipse, and their loss would be an adverse effect on the cultural landscape.

Providing deliveries at a renovated facility in the New Executive Office Building, with underground deliveries to the White House complex, would reduce surface activities and improve the appearance and decorum of the site as both an executive office and residence.

On the north grounds of the White House, constructing news media facilities under West Wing Drive would potentially require the removal of a sugar maple planted by President Reagan in 1984. Other plantings at risk during construction could include the fern-leaf beech planted in 1972 by President Nixon. Constructing a staff circulation corridor along the north side of the White House would put two fern-leaf beeches near the west wing (one planted by President Johnson in 1968, and one by President Nixon in 1972) at risk. Underground construction north of the proposed staff circulation corridor on the north lawn for first family recreation space could put at risk or require the removal of a red maple planted by President Carter in 1977.

To mitigate any adverse effects, all landscape elements would be documented before disturbance by photography and mapping. For the proposed excavation for the parking structure and its tunnels, excavation would be restricted to previously disturbed areas (roadways) wherever possible. Monuments and trees would be protected by barricades, wrappings, and similar devices; monuments would be monitored for movement. To help protect the overall visual quality of President's Park, any required ventilation and emergency exit facilities would be located away from primary viewsheds and screened by landscaping and plantings.

Additional detailed studies would be required at both the design and construction phases of a project to ensure that park resources were properly protected.

Redesigning the present NPS grounds maintenance facility on the south grounds of the White House would affect the landscape during construction. Through proper design, visual effects could be mitigated.

Visitor Use and Services. The portal to the pedestrian corridor from the White House visitor center to Lily Triangle would be a new element in the landscape. This area is near the Fifteenth Street Financial Historic District, the Pennsylvania Avenue National Historic Site, and the Federal Triangle Historic District. The Lily Triangle structure would be a heavily planted berm structure designed so as to blend into the existing landscape and to minimize any intrusion on historical surroundings. Any landscaping would take into account security concerns and possible use by homeless individuals.

The use of an underground corridor from the visitor center would relieve pedestrian congestion on the surface in the eastern portion of the site, thereby helping protect the site dignity and character.

Providing visitor amenities (such as benches, shaded outdoor seating areas, and drinking fountains), which would be designed in conformance with the *Design Guidelines*, would complement existing elements and minimize the intrusion of incompatible elements.

Public recreational opportunities would continue to be allowed in President's Park, but more passive activities would be encouraged, helping to preserve the park's formal character and ceremonial vistas.

Special Events. Requiring special events to reflect the dignity and purpose of the site, along with providing permanent infrastructure to produce special events, would reduce visual impacts on the setting of President's Park and help protect vistas to and from the White House.

Currently, setup for special events can take several weeks because of the need to install infrastructure (electrical lines, staging, lighting, communication equipment, etc.). Providing permanent infrastructure onsite would reduce the setup time and consequently adverse impacts on the visual character. Requirements that materials (such as fencing, scaffolding, and stages) be removed in a timely manner after an event would minimize how long intrusions were present.

Installing a permanent events plaza, with hard surfaces and infrastructure, in the northeast corner of the Ellipse would concentrate crowds, equipment, and impacts in a specific area, keeping temporary facilities out of views to and from the White House. The facility design would be consistent with the *Design Guidelines* so as to minimize any adverse effects on site character.

Transportation. Two eastbound traffic lanes on E Street would continue to separate the Ellipse from the rest of President's Park. While traffic patterns and uses would be changed within the Ellipse, historic roadway systems throughout the site would generally be retained.

Eliminating surface parking in the study area would reduce traffic congestion throughout President's Park, particularly at delivery points. This action would improve overall visual quality and allow unobstructed views to and from the White House.

The development of a comprehensive tour bus management plan in cooperation with the National Capital Planning Commission and the District of Columbia would identify outlying staging areas for buses, thereby eliminating bus parking within the historic sight lines, lessening traffic noise and confusion, and enhancing the site character.

Site Operations. Providing storage for frequently used items would facilitate daily operations. A nearby satellite maintenance facility would reduce inappropriate uses of historic structures, like current uses of the Bulfinch gatehouses for storage, and resulting visual impacts.

Conclusion

The proposed plan would seek to create a unified character for the White House and President's Park by implementing the *Design Guidelines*, removing surface parking, and providing new facilities underground. Proposed actions would all help restore the integrity of historical views from the White House across the Ellipse to the Washington Monument and the Jefferson Memorial, but continued traffic across the park on E Street would still visually intrude on views south from the White House and divide the Ellipse from the rest of the park area. Five commemorative trees on the White House grounds could be subject to damage or loss. Constructing an underground Ellipse parking facility would constitute an adverse effect as a result of new entry portals that would intrude on formal vistas. The permanent loss of 24 trees (during construction up to 31 trees would be at risk, depending on the construction method) would also affect the site's appearance. Potential impacts of new surface elements, such as entrance portals to underground facilities, on the settings of nearby national historic landmarks and districts would need to be mitigated through sensitive design. To help protect the overall visual quality of President's Park, any required ventilation and emergency exit facilities would have to be located in areas outside the primary viewsheds and screened by landscaping and plantings.

Impacts on Archeological Resources

Analysis

Proposals (1) to adopt an organized program for surveying, testing, and recording artifacts,

(2) to prepare an archeological survey for the White House and President's Park, and (3) to make the collection available for study by scholars would all help protect archeological resources and ensure proper documentation.

Actions under the proposed plan that could affect archeological resources during excavations include (1) developing a meeting/conference facility beneath West Executive Avenue, (2) a 290-space northside parking garage and an 850-space parking garage beneath the Ellipse, plus a 4,000-square-foot maintenance facility, (3) news media facilities below West Wing Drive, (4) potential new recreation space for the first family belowground north of the residence, (5) a belowground expansion of the visitor center in the Commerce Building, (6) a special events plaza in the northeast quadrant of the Ellipse, (7) nine underground vehicular, pedestrian, and service corridors, and (8) a rerouted steamline from the Ellipse to rights-of-way along 17th Street, Constitution Avenue, and 15th Street.

Systematic preconstruction testing and controlled excavations would be done if impacts were likely; projects would be continually monitored in instances where there was a likelihood of artifacts being discovered. Potential effects could be mitigated through survey, monitoring, and recordation.

West Executive Avenue has served as a right-of-way since 1871; before that time this area had been open space between the White House and the Old Executive Office Building to the west. Pennsylvania Avenue has been a thoroughfare at least since the 1820s. It is unclear how much grade change has taken place on West Executive Avenue and Pennsylvania Avenue over time; some portions might be relatively undisturbed.

The 850-space Ellipse parking facility would require the removal of fill brought in by the Corps of Engineers in the 1870s. Historic archeological disturbance would be substantial, and mitigation would be both expensive and time consuming.

Conclusion

All actions affecting archeological resources would be mitigated through surveys, monitoring, and recordation. However, given the extent of disturbance, mitigation could be time consuming and costly.

Impacts on Historic Buildings and Structures

Mutual assistance would continue between the entities with jurisdiction over historic buildings within President's Park, including the Office of the President, the Executive Residence, the General Services Administration, the U.S. Treasury Department, and the National Park Service. Historic preservation and curation programs for buildings and collections would be closely coordinated.

Analysis

Home and Office of the President. *Executive Residence* — Each time a new family has taken up residence in the White House, there have been requests for recreational facilities to meet their needs, ranging from an indoor swimming pool, to a bowling alley, to a putting green, to an outdoor jogging track. These requests have always been accommodated in the most appropriate manner possible; however, there is a possibility that the incremental addition of recreation facilities over the long term could gradually affect the historic fabric or cultural landscape. Providing flexible recreation space, with state-of-the-art facilities, for use by future first families would help meet their needs while minimizing the potential for historic resources and the surrounding cultural landscape to be adversely affected.

Executive Office Support Services — Excavation for the underground parking garage on Pennsylvania Avenue would require that sculptures, trees, and plant materials on the south side of Lafayette Park be temporarily barricaded to ensure their protection. Access to Blair House could be temporarily limited during construction. Foundation systems at Blair House and the other 19th century row houses west of Lafayette Park would need to be strengthened and shored.

Constructing a belowgrade meeting/conference facility would relieve some stress on cultural resources in the White House, the Old Executive Office Building, and the Treasury Building by offering alternative, state-of-the-art meeting facilities. Historic rooms within these structures contain furniture and fabrics not designed for modern uses, and temporary utility cables must be run for meetings and media events. Focusing these activities in one location with adequate utilities would help reduce the need to continually move materials and equipment in and out of the White House, lessening the potential for damage to museum pieces and historic fabric.

Providing controlled underground access for vehicular traffic and staff parking would alleviate some impacts on resources. Air and filtering systems in underground parking facilities near the White House would slightly reduce the effects of damage on stone and metallic resources as a result of airborne pollutants.

Security materials and equipment would continue to have effects on the site's historic fabric and cultural landscape. Efforts would be made to mitigate these effects through a continuing dialogue between the National Park Service and the U. S. Secret Service.

News Media — New or upgraded media facilities would reduce the potential for damage to cultural resources and historic fabric by providing additional space for circulation and deliveries, and by reducing electrical hazards.

Visitor Use and Services. Expanding the White House visitor center in the Commerce Building would be done with consideration for the structure's eligibility for listing on the National Register of Historic Places. Character-defining details and spatial arrangements integral to the building's design would be respected throughout the planing, design, and construction process.

Site Operations. With the development of a 4,000-square-foot maintenance facility as part of the Ellipse parking garage, incompatible uses of historic structures, such as the Bulfinch gatehouses, would be stopped. This would help protect the integrity of these historic structures.

Conclusion

A more proactive resource management program for historic buildings and structures would help ensure the continued protection of the historic fabric of nationally significant resources. Excavation for the northside parking facility would require that sculptures, trees, and plant materials on the south side of Lafayette Park be temporarily barricaded and that foundation systems at Blair House and the other 19th century row houses west of Lafayette Park be strengthened and shored. Establishing new meeting facilities would help relieve some of the overuse of historic rooms and subsequent deterioration of historic fabric.

An onsite maintenance facility would eliminate inappropriate uses of historic structures.

Security would continue to affect historic buildings and structures but could be mitigated by continued consultation between cultural resource and security agencies.

Impacts on Fine and Decorative Arts

Analysis

Providing storage and conservation facilities for fine and decorative arts within or immediately adjacent to the White House would allow for some objects to be kept on site, reducing the current potential for damage during repeated shipments on- and offsite. An onsite conservation facility, which could be provided with little disruption to the historic fabric of the White House, would allow damaged objects to be promptly assessed and prepared for shipment to a fully qualified conservator.

Conclusion

Short-term storage for fine and decorative arts within or immediately adjacent to the White House would reduce the potential for damage that could otherwise occur during repeated shipments of pieces. Damaged pieces could be fully assessed before transport to a conservator.

Natural Resources

The construction of any underground structures, as well as required construction techniques, could both affect and be affected by subsoil and groundwater conditions within the study area. The construction of these facilities could also cause changes in existing vegetation patterns.

To aid in understanding the possible natural resource impacts, the two suggested methods of construction — cut/cover and tunneling — are explained in the glossary, and the method proposed for each underground structure is identified in the cost tables in appendix E. Mitigating measures for impacts on vegetation and soils that would be used during construction are outlined in the "Mitigating Measures" section (pages 95–96).

As previously stated, many of the proposed actions have only been conceptually designed. For resources such as groundwater and soils, an initial analysis has been conducted to determine if a facility could be constructed. For other resources, such as trees, the general number that could be impacted or would be at risk are identified, but individual trees that would be removed or replanted cannot be identified at this level of planning because during final design there could be minor changes in the size and location of a facility. When final designs were undertaken (once a proposed plan was approved and funding acquired), an environmental assessment would be conducted in order (1) to analyze site-specific impacts, (2) to ensure that all facilities and design details were in agreement with the proposals and guidelines presented in this document, and (3) to identify measures to minimize or mitigate impacts to all resources and site activities.

Geotechnical Considerations

Subsoils

Description. Subsurface conditions in the vicinity of the White House have been investigated at various times by several geotechnical firms for both private and government projects. A general soil profile has been developed from these investigations in the study area (I Street on the north to Constitution Avenue on the south, and 15th Street on the east to 17th Street on the west).

In general the subsoils consist of 2.5′ to 19′ of fill (average depth of about 8′) overlying 2′ to 32′ of natural silty clay and silts with occasional silty sand lenses, which are underlain by natural sands and gravels with clay and silt lenses. The fill encountered consists of a mixture of silty clays and clayey silts, with random sand and gravel lenses. Some construction debris (such as brick and concrete fragments and cinders) was reported in fill material on the north. Gneissic schist bedrock is reported at depths of 70′ to 80′ below the ground surface.

The consistency or relative density of the fill and underlying natural soils has been described as follows:

- Fill has been randomly placed, with little or no compaction, making the density characteristics very erratic.
- Natural silty clays, clayey silts, and silts are soft to very stiff.
- Sands and gravels are firm to very dense
- The upper 1′ to 1.5′ of bedrock is weathered.

Implications for Construction. Existing fill materials are not suitable for supporting foundations or features such as sidewalks, pavements, or other hardscape features. Depending on the type of construction, removal of all or a portion of the existing fill and replacement with properly compacted structural fill would be required.

The underlying natural soils above the water table are generally suitable for supporting lightly to moderately loaded spread footing foundations, as are the sands and gravels. These soils are also suitable for supporting spread footings below the water table, but dewatering would be required during construction. Pilings driven into the very dense sands and gravels or to bedrock would be feasible for supporting heavily loaded structures.

Any belowgrade structure that would be in contact with the existing water table would require a permanent dewatering or drain system. This is especially true in the area of the Ellipse, where the water table is very near the ground surface. Any belowgrade structures in this area, such as the pedestrian corridor from the visitor center to Lily Triangle, would not only require a permanent drain system but might also need to be designed for hydrostatic uplift.

Excavation could be accomplished with conventional excavating equipment. Cut-and-cover construction techniques would also be suitable for most of the area. However, where site conditions constrain the limits of excavation, excavations would have to be shored. Tunneling in the natural clayey silts and silts might be feasible in some areas. Site-specific investigations would need to be conducted at each location to determine if the existing fill materials could sustain tunneling operations.

Groundwater Conditions

Description. Groundwater was encountered at depths from 2′ on the south to 36′ on the north. The shallowest groundwater was noted at the intersection of 17th and E Streets (2.0′) and on the south side of the Ellipse near Constitution Avenue (3.5′). Average depth to groundwater is reported to be about 15′ to 20′ below the surface. There are also deeper aquifers below the 30′ elevations that could be encountered and affect underground construction activities (per. comm., Dr. James O'Connor, Univ. of the District of Columbia).

Some geotechnical reports suggest that the construction of the Metro subways may have lowered the groundwater table somewhat due to drains constructed for the subway tunnels.

This effect would be most notable on the northern end of the study area.

Implications for Construction. Dewatering of most excavations could probably be conducted from within the excavations during construction. However, where the depth of excavation extended into the water table, dewatering from outside the excavation using well points might also be required. This could occur if water-bearing lenses of sand were encountered.

The following additional studies would be needed:

- During design development stages, existing groundwater levels and subsoil data should be evaluated for each location and, where necessary, supplemented with additional soil borings and monitoring wells. Areas specifically lacking adequate information include the E Street corridor and the northern part of the Ellipse.
- Level I hazardous material investigations would be conducted. First, existing data sources would be searched for information on storage tanks, local groundwater quality, and records of past hazardous material spills or incidences within the study area. Second, a surface reconnaissance would be performed within the study area to identify any signs of contamination.
- Based on the results of the level I investigation, a level II sampling program might be undertaken to locate and identify any suspected contaminants in soils and groundwater. Any areas of contamination would be cleaned up.
- Information regarding waterproofing underground structures and other construction-related issues would continue to be solicited from informed sources, such as the Washington Metropolitan Area Transit Authority, the General Services Administration, and the Smithsonian Institution.

Conclusion

Based on existing subsoil and groundwater data, underground construction of all proposed facilities is possible without impact to either resource with the following requirements:

- Existing fill would have to be replaced with properly compacted structural fill to support foundations.
- Spread footing foundations could be used for lightly to moderately loaded structures; below the existing water table a permanent dewatering or drain system would be required. Heavily loaded structures could require piles driven into dense sands and gravels or bedrock.
- Excavation could be accomplished with conventional equipment, although shoring might be required.

Where information is incomplete, further site-specific studies would be required during design development, including additional soil borings and groundwater levels and hazardous material investigations.

Impacts on Water Resources

The analysis of water resources is based on the following assumptions:

- Surface and groundwater in this area generally flow toward the Potomac River, which is approximately 6,000′ south of the White House grounds and is a controlling factor for the elevation of groundwater in the study area.

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- There are no known stormwater detention structures in the area, such as ponds or underground storage tanks that retain or detain and release stormwater at controlled rates. Thus, stormwater is assumed to be transported through the storm sewer system. Stormwater will flow through and discharge as quickly as the sewer system allows. This is mentioned because maintenance of the storm sewer system has historically been poor; backups in the system can create leaks that infiltrate into the surrounding soils, saturating them and making them unstable for supporting surface structures. Backups have also flooded wheelchair ramps and reduced vehicular access and parking.

Surface Water

Analysis. Few impervious surfaces would be added under the proposed plan. However, any new impervious surface facilities and land disturbance would reduce the potential for water to infiltrate, creating more surface runoff. Under most conditions runoff would be diverted to a stormwater management structure. However, because of the proximity of President's Park to the river, stormwater should not be detained since the discharge of detained water could coincide with storm runoff from farther up the watershed, causing a greater-than-normal peak at a later time.

Effects of underground structures on surface waters would depend on construction techniques and surface support activities (see appendix E). Certain activities could compact surface soils (for example, heavy equipment traversing the site), causing additional runoff, or could contribute pollutants to stormwater runoff (for example, gas and oil spills or leaks from equipment at the site). To prevent such occurrences, best management practices and D.C. regulatory controls for stormwater management and soil erosion prevention would be followed during construction to protect storm sewers and receiving surface waters.

The reduction in aboveground parking on the Ellipse and West Executive Avenue would reduce the amount of oil, gas, and other wastes that would enter the stormwater system through runoff.

All proposed methods of stormwater management would be subject to review by the District of Columbia during the design of all surface and underground development.

Conclusion. Few impervious surfaces on the ground level would be constructed under the proposed plan, resulting in no long-term changes in stormwater volumes. Similarly, the development of any underground structures would probably have little to no effect on surface water quantity or quality.

Groundwater

Analysis. Building underground structures could require excavation sites to be dewatered (see geotechnical discussion). Dewatering wells would not draw down the water table to a constant elevation. As a well pumps the groundwater, a cone of depression forms, emanating from the point of the wellhead. This would be the lowest point of the groundwater table in the immediate area during pumping operations. The rate of pumping would depend on the rate of groundwater inflow into the construction area, which would be determined through additional testing at the site before excavation.

After construction one of two results could occur. If a permanent dewatering system was required around a new underground structure, a permanent lowering of the water table could occur where the system was installed.

However, if no permanent dewatering was needed, the groundwater table would most likely return to its predevelopment level.

New surface development could reduce water infiltration into the soil (as stated previously for surface water impacts). However, these reduced infiltration levels would be minimal and cause an undetectable decrease in groundwater since most of the recharge area is well above this point.

Conclusion. New underground facilities would probably have little to no long-term effect on groundwater quantity or quality within President's Park. Each underground structure could displace groundwater and reduce the storage area relative to the volume of the structure. The addition of minor impermeable surfaces would have a negligible effect on groundwater quantity. Thorough, site-specific groundwater wells and testing would be conducted before any construction to ensure that effects would be minimized.

Impacts on Vegetation and Soils

Analysis

Vegetation could be affected as a result of constructing underground facilities and the special events plaza. Many proposed structures would require excavating areas that are now covered by streets, sidewalks, grass, and trees (referred to as cut and cover). Before excavation, vegetation within the excavated area would have to be removed, the new structure built, and the excavated soil returned. New plantings of similar genus and form would be used to restore the landscape following construction, but plants would likely vary in size and be substantially smaller than mature trees are now. If feasible, significant trees in an excavated area would be balled and temporarily stored for replanting in the same location. Replacement stock would be planned for and provided as needed. In some cases trees would be permanently removed and not replaced.

Not all underground structures would require surface excavation; some would be tunneled to protect significant surface resources. Only those constructed by means of cut and cover would likely cause surface disturbance, and thus are emphasized in the impact discussion below.

Dewatering activities related to construction would most likely not affect trees. Trees and vegetation within President's Park depend primarily on natural infiltration rather than groundwater. However, because the interrelationship between groundwater, surface water, and vegetation is often variable (see the following discussion about the Ellipse), soil moisture sensors would be used to monitor conditions during and after construction. Watering capabilities would be necessary if the soil became too dry.

Excavated soils would need to be disposed of as quickly as possible because of the lack of onsite storage areas. Such operations would require numerous trucks and increased transportation costs.

White House Grounds and West Executive Avenue. The largest areas of excavation for the proposed plan would be within or directly adjacent to the White House complex — under Pennsylvania Avenue, under West Executive Avenue and West Wing Drive, and along the north side of the White House.

Constructing news media facilities under West Wing Drive on the north grounds would potentially require the removal of four elms (approximately 20 years old) and a sugar maple (Reagan 1984). Other plantings at risk during construction could include a fern-leaf beech (Nixon 1972) and a 100-year-old

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yellow buckeye, both just northeast of the West Wing entrance. Approximately 13 oaks would be removed along the north end of West Executive Avenue.

The intent would be to limit construction activities for the staff circulation corridor to the confines of the existing drives and areas along the north side of the White House and the East and West Wings. However, a substantial amount of vegetation that lines these areas would be at risk during construction, including two fern-leaf beeches near the West Wing (Johnson 1968, Nixon 1972). Approximately 18 other trees adjacent to the East Wing would be at risk, including numerous Washington hawthorns, star magnolias, saucer magnolias, and potentially several fern-leaf beeches. Much of this vegetation was planted in the 1950s and 1960s. Various shrubs and ground covers would be potentially disturbed, including English ivy, azalea, and purple wintercreeper.

Underground construction could also occur north of the proposed staff circulation corridor on the north grounds of the White House. This development, if not tunneled (and at sufficient depth), could put at risk or require the removal of a red maple (Carter 1977) and several 100-year old trees (lindens, tulip tree, and red oak).

On the south grounds of the White House the proposed redesign of the grounds maintenance facility would need to respect plant materials and garden areas adjacent to the site. Of particular concern would be the preservation of the bald cypresses (planted prior to 1900) in and adjacent to the existing facility and the Children's Garden.

The development of guidelines for special events would also help protect the historical character and resources of the grounds.

Lafayette Park. Development under Jackson Place and Pennsylvania Avenue would not affect vegetation within Lafayette Park. Some street plantings along the west side of Jackson Place could be removed or at risk during construction; however, work would be kept within the street right-of-way as much as possible.

Ellipse. Constructing an Ellipse parking garage, along with vehicular and pedestrian access tunnels, would result in a long-term loss of trees, particularly American elms, on the northeast and northwest panels of the Ellipse and along the north and south sides of the Ellipse Drive near 16th Street.

Placing the entrance portals for the staff parking facility at the southern end of the Ellipse would require the permanent removal of approximately 13 elms along the north and south sides of the Ellipse Drive near 16th Street. The impact of the underground pedestrian corridors (which would emerge in the northeast and northwest panels at undetermined locations) would vary significantly depending on the method of construction, as described below:

- Tunneling the corridors approximately 10′ to 20′ below the Ellipse surface (the preferred and suggested method of construction) could result in the loss of two to four additional elms.
- Excavating the corridors from the ground surface would result in an impact area up to 72′ wide for the length of the tunnel. This would result in the temporary loss of an estimated 25 trees, including 6 American elms along the Ellipse Drive, plus American basswood (or linden), hedge maples, and bald cypress. The loss could vary based on the route of the corridors and where they emerged on the Ellipse side panels. Losing these trees would be a significant visual impact during con-

struction. While the trees would be replaced after construction, the new trees would be younger and much smaller than the existing trees.

The special events plaza would require the permanent removal of three or four American elms. Most of the plaza would occupy the site of the current Ellipse pavilion; thus, tree removal should not be extensive.

Constructing a pedestrian corridor from the visitor center to the Ellipse along E Street could result in the loss of seven trees, including three elms. Because of the belowground pedestrian access corridor, it is doubtful that these large trees could be replaced.

The effects on the elms and other tree species of dewatering activities that might be required during the construction of the Ellipse parking facility and underground pedestrian corridors cannot be predicted. One hypothesis is that groundwater does not support vegetation on the Ellipse because the majority of the tree roots for species such as the elms are in the upper 18" to 24" of soil. The root zone extends from the ground surface to the bottom of the root systems of the surface vegetation; this zone is only saturated for brief periods following substantial rains and is not dependent on groundwater levels. However, phenomena such as capillary rise (when fine-grained soils act as a straw and draw moisture from groundwater towards the surface) could create an interrelationship between vegetation and groundwater. Because this interrelationship is variable, soil moisture would be monitored during and after construction. As a result, the capability to water trees might be necessary if moisture sensors indicated a threatening decline in soil moisture.

The events plaza would help prevent soil compaction, repeated turf damage, and perhaps loss of other trees throughout the Ellipse by focusing activities (such as the Pageant of Peace) around the plaza and using existing hard surfaces.

Using the White House visitor center to stage public tour groups would eliminate repeated damage to both soils and turf on the Ellipse by allowing the removal of the tour staging area. Pedestrian movements on the Ellipse would become more random and less impactive in terms of soil compaction and turf damage. As a result, this area could be more easily restored and maintained year-round. Eventually replacing the steamline across the Ellipse would eliminate current turf impacts.

Conclusion

During construction, an estimated 42 trees would be removed: 5 on the White House grounds, 13 on West Executive Avenue, and 24 on the Ellipse and the side panels. Permanently removing 20 American elms throughout the Ellipse would represent a 9% reduction of the 215 elms in this area. Approximately 52 trees would be at risk depending on the construction method: 21 trees on the White House grounds (including 5 commemorative trees, representing 13% of these historic plantings), and up to 31 trees on the Ellipse. Construction methods would be carefully chosen, and vegetation and soil mitigation measures would be applied during construction to preserve trees where feasible and cost-effective. Disturbed areas would be restored after construction. Where possible, commemorative plantings would be removed, cared for in a nursery, and replanted in the same locations.

Turf impacts on the Ellipse due to the steamline would be eliminated once the line had been replaced. Soil compaction and turf maintenance would be improved due to the relocation of major visitor activities.

Home and Office of the President

Impacts on Executive Residence Operations

Analysis

Noise from construction and the visibility of construction activities could intrude on peace and quiet for the first family. Measures to minimize disruptions would be identified before any construction was initiated.

Indoor Recreation Space. Approximately 3,000 square feet of indoor, multipurpose space would accommodate various indoor recreational activities for future first families. For example, a sports court (basketball/volleyball), weight room, game room, TV room, sauna, and whirlpool bath could be provided. The space would be private, secure, and immediately accessible from the Executive Residence. This type of space would help provide flexibility in meeting future first families' needs and offer a greater sense of normal living conditions for both children and adults. The first family would be able to use the facility without encountering staff members and business visitors crossing through the site. (Outdoor recreation space on the south grounds would continue to be available.)

Privacy. Staff within the White House complex (Old Executive Office Building, the West Wing, and Treasury) currently use the ground floor of the White House for access throughout the site to conduct daily business, decreasing the sense of privacy for the first family within the residence and increasing wear and tear on carpets and historic furnishings in the corridor. Proposed underground pedestrian/service corridors for staff and business visitors along the north side of the White House would eliminate the need to use the ground floor for staff circulation and deliveries and would provide additional privacy for the first family.

Storage. Currently, items such as furnishings, chairs for state dinners, music stands, staging and other equipment for special events, and supplies are brought into the complex from offsite locations as needed. Because all deliveries are routinely checked by security, the frequent transportation of items on- and off-site is an inefficient process. Some smaller items are stored in inappropriate locations within the residence (such as stairwells, offices, recreation areas, and corridors), resulting in congested conditions and safety hazards.

Providing approximately 10,000 square feet of storage space under Pennsylvania Avenue, with an underground connection to the Executive Residence, would allow frequently used items to be kept onsite, giving staff timely and easy access to them. Not having to store items in work areas or corridors would allow these spaces to be used as they were originally intended, reducing safety hazards. The new storage space could also be expanded in the future, if needed. An underground connection between the Executive Residence and the storage facility would allow items to be moved around the site without interfering with other daily operations.

Public Access. The various functions associated with the White House, the first family's need for privacy, the need for security, and the public's desire for access to the White House would continue to have to be balanced. Public access would still be afforded through White House tours, which would normally be scheduled five days a week, as long as they were not precluded by presidential business or official functions. Public access would also continue to be provided during events such as the Easter egg roll, garden tours, and Christmas candlelight tours.

Conclusion

New indoor recreation space and staff circulation corridors would benefit future first families by helping meet needs for leisure and privacy. Indoor recreation space would also provide flexibility in meeting first family needs and offer a greater sense of normal living conditions for both children and adults. Staff would no longer have to pass through the Executive Residence when moving about the site. The first family's privacy and security needs would continue to be balanced with the public's need for access to the White House.

New storage space would make Executive Residence staff operations more efficient and allow spaces now used for temporary storage to be used as they were intended, reducing safety hazards. An underground corridor between the Executive Residence and the storage area would reduce interference with other operations when items were being moved from one location to another.

Impacts on Executive Office Support Services

Analysis

Visitor Arrivals. Diplomatic and business visitors would be able to enter the White House complex at various points. Arrivals would continue to be accommodated at the entrance to the West Wing on West Executive Avenue, at the entrance to the East Wing on East Executive Park, and at the north and south porticos. In addition, an underground entrance to the proposed meeting facility below West Executive Avenue would provide immediate access for persons attending White House conferences. The removal of parked vehicles on West Executive Avenue would simplify arrivals to the West Wing.

Meeting/Conference Space. Providing state-of-the-art utilities for teleconferencing, visual displays, and sound, as well as computers, would allow more productive communications and presentations. The proposed facility would provide the type of accommodations currently available to most corporations. Spaces and seating arrangements would be adaptable for various meeting sizes, up to a maximum of about 200 individuals. Placing such a facility next to the West Wing would also make it more efficient for presidential staff to prepare for meetings and conferences.

The space would be within the secured portions of the White House complex and would be immediately accessible to the West Wing and the Old Executive Office Building. This location would allow the president to attend meetings without the security needed when meetings are held outside the complex, thus reducing security expenditures.

Parking. Providing a total of 1,140 replacement parking spaces for diplomatic and business visitors and staff would meet current needs, minimize inconvenience to staff, and be easily accessible and secure. Onsite parking facilities would also accommodate various work schedules. The nature of White House operations requires many staff members to work long or staggered shifts, or to be on call and able to get to the White House within a certain amount of time if paged. Staff often work beyond the hours when public transit is available. Pending the construction of these facilities, interim parking would be leased in existing facilities within a 10-minute walk of the White House.

Providing a 290-space parking facility under Pennsylvania Avenue for motorcades, diplomats, and senior staff would replace parking now provided within the White House complex. Some parking would also be provided for security vehicles now parked offsite. A

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staging area for presidential and diplomatic motorcades would provide flexibility in planning and staging motorcades (currently there may be eight or nine motorcades on some days). Motorcades could continue to arrive on the surface or underground, as needed. Vehicles waiting for senior staff (potentially 5 to 10 cars at any one time) would be out of view until needed. An underground facility would also protect visitors, staff, and drivers from inclement weather, and a corridor would provide immediate, secure access to the White House and the meeting/conference facility.

Two portals into the northside parking facility (by way of the New Executive Office Building and West Executive Avenue) would allow more efficient access, and uses could be separated by designing each entrance to access a different level of the parking facility. For example, motorcades, diplomats, and business visitors could use the West Executive Avenue entrance, while senior staff could use the NEOB entrance, thus preventing staff cars from intermixing with diplomatic, business visitor, and motorcade traffic. If uses were not separated, traffic into the parking facility would be allocated between the entrances based on street or portal capacity, thus minimizing vehicle movements on West Executive Avenue. Both portals would be within areas that are currently secured, so no additional security staff or equipment would be required.

The New Executive Office Building has the capacity to accommodate additional vehicle entries and exits. The entrance and delivery area would be managed to ensure efficiency of access and deliveries.

While an additional 850 staff parking spaces would be provided by the end of this plan, surface parking on the Ellipse would be removed starting four years after the plan was approved. This schedule would allow design plans for the Ellipse roadway and side panels to be implemented over the short term, immediately enhancing the overall appearance of the site. During this interim period staff would have to park in leased spaces within a 10-minute walk of the White House.

The primary pedestrian access for the staff in the Ellipse parking facility would be an underground pedestrian corridor for daily use and emergency egress. Staff would walk through the corridor and emerge on the surface at the northeast or northwest side panels south of E Street. To continue on to the White House complex, staff would cross E Street either at 15th Street or 17th Street. Although inconvenient, crossing E Street is part of the daily experience for most staff at present and thus would not be a new inconvenience.

Studies show that walking times from existing staff parking spaces throughout President's Park range from approximately 1.5 minutes to over 8 minutes. (The walk from the lower Ellipse to the southwest gate at State Place and West Executive Avenue is the longest at 8 minutes and 23 seconds.) Thus, parking in an Ellipse facility, and in the interim in leased spaces offsite (within the area from 14th Street west to 19th Street, and from I Street south to Constitution Avenue), would provide similar walking times.

Field studies by GSA staff in 1996 indicate approximately 4,500 public parking spaces within 26 parking garages within the study area. A total of 850 parking spaces would be available until the Ellipse facility was built, although no one operator would be able to provide all the spaces. These spaces are currently being used by other leaseholders, area employees, and the public.

Providing an Ellipse staff parking facility would offer security and protection from weather. A secure facility would also eliminate theft and damage that have occurred to cars parked on the Ellipse roadways. Perceptions of interim leased parking by White House staff vary. Some perceive parking outside President's Park as being farther away and less safe. During the period when parking would be leased offsite, escorts or shuttle services could be provided after business hours to ensure staff safety.

Providing parking for White House staff (in the short term in leased parking spaces and in the long term in a new federal facility) would likely increase parking costs for employees beginning the fourth year after the plan was approved. In accordance with current federal policies, parking costs are paid by employees. Monthly leased parking rates for the downtown D.C. area in 1996 averaged $146.

All access to the White House during construction would be retained.

Deliveries. Most daily deliveries to the White House complex would be handled through the renovated facility at the New Executive Office Building. Deliveries would be distributed to locations throughout the White House complex by means of underground service corridors, minimizing current congested situations involving delivery trucks, moving and parked vehicles, pedestrians, and service vehicles. Additionally, the NEOB delivery area would utilize an existing secured facility, thus reducing the need for large numbers of new, additional security staff and facilities. Deliveries for the White House would be carefully managed to avoid any conflict with NEOB deliveries. Continuing the surface delivery of some large items throughout the White House complex would remain the most efficient practice.

Observations and discussions by the appropriate agencies indicate that designating one manager at the New Executive Office Building to schedule deliveries would improve efficiency and allow the facility to accommodate routine deliveries to the White House complex.

Staff Functions. Separate underground pedestrian and service corridors would reduce conflicts with other activities occurring within the site. Staff access to other portions of the complex would be facilitated by removing parked vehicles on East and West Executive Avenues, providing for underground deliveries, and eliminating the need to use corridors for temporary storage. For example, parallel pedestrian/service corridors along the north side of the White House would allow for the efficient and safe movement of goods, materials, and people. Staff and visitors would also be able to move more conveniently across the site in inclement weather. Providing additional media storage and work space would reduce congestion for staff and other visitors moving past the west colonnade.

Providing better information and orientation for visitors as they enter President's Park would reduce the time spent by personnel at the gatehouses answering questions.

Conclusion

New facilities for meetings, parking, deliveries, and staff circulation would benefit the Executive Office of the President by meeting current and future needs, reducing conflicts with daily operations in the Executive Residence, and protecting significant cultural resources, as described below:

- Developing state-of-the-art meeting/conference space, with infrastructure for teleconferencing, visual displays, sound, and computers, would allow meeting setups to be handled more efficiently.
- Providing 1,140 onsite replacement parking spaces would meet current needs. The 290-space northside parking facility would

be immediately accessible to the White House for official visitors and senior staff; it would also offer protection from inclement weather and facilitate motorcade operations. The 850-space Ellipse facility would be nearby for staff. Interim leased parking (within a 10-minute walk of the White House) could be perceived as being farther away and less safe; however, shuttles could be provided. Staff parking costs, whether for spaces in leased facilities or a new federal facility, could become the responsibility of individual employees. If the employing agency paid parking costs, the value of parking, could be taxed.

- Accommodating deliveries through a secure, centralized facility and underground service corridors would minimize present conflicts on the surface between delivery trucks, pedestrians, and parked and moving vehicles. Also, daily deliveries could be handled more efficiently.
- Providing an east/west corridor for staff between the Old Executive Office Building and the Treasury Building would reduce conflicts with Executive Residence daily operations and public tours.

Impacts on the News Media

Analysis

Remodeled news media facilities in the west colonnade and new facilities under West Wing Drive would allow the press to continue to have immediate access to the press secretary and would also provide additional space and technologically up-to-date equipment for news broadcasts. Presidential briefings would be held in a setting that would accommodate greater numbers of domestic and foreign press correspondents without the present overcrowding and safety concerns. Expanded facilities would be comparable to those provided for the news media at the U.S. Capitol and the Pentagon. Providing appropriate storage space for camera equipment would reduce repeated clearance operations as equipment was brought into the complex and safety hazards caused by the stacking of equipment. The work space would be functional and would be intended to house only a small portion of the White House press corps.

Conclusion

Upgraded news media facilities would provide press representatives additional space and state-of-the-art infrastructure for broadcasts.

Visitor Experience

Overall the experience for visitors to the White House and President's Park would be improved as a result of following *Design Guidelines* and ensuring that all parts of the area are perceived of as a unit. Visitors would benefit from expanded orientation information and educational opportunities. The experience of visiting the White House would be greatly improved by expanding the current visitor center, with a traffic-free connection to the visitor entrance building, and developing a White House museum to broaden opportunities for visitors to learn about this unique place.

Impacts on Diplomatic and Business Visitors

Diplomatic and business visitors to the White House would basically find no change in their experience, other than an improvement to the ambience as a result of the consistent use of design elements throughout the site and a lack vehicles being parked on the surface. Visitors could continue to enter the West Wing on the surface, while their vehicles would be parked underground. An underground entrance on West Executive Avenue could be used as an optional entry/exit point by business visitors and persons attending conferences.

Impacts on Public Visitors

Analysis

Initial Impressions. Eight formal entryways to President's Park (two each on H Street, Pennsylvania Avenue, E Street, and Constitution Avenue) would signify for visitors that they were within a special, historic place. This sense would be enhanced by the absence of parked vehicles and public vendors along sidewalks and immediately adjacent streets, and by public traffic restrictions on Jackson and Madison Places and the Ellipse roadways. Removing parking on the site would also help reduce noise and air pollution, open up formal sight lines to the White House, and enhance the site's formal appearance. Traffic on E Street would continue to divide the Ellipse from the White House grounds, making it somewhat difficult for visitors to appreciate L'Enfant's original design intent. However, only two lanes of traffic on E Street would make traffic conditions somewhat safer for pedestrians.

Information/Orientation. Pedestrian data indicate that many visitors enter President's Park from Metro stops to the north and east of the park. Providing information and orientation at entryways at 15th and E Streets, 15th and 17th Streets on Pennsylvania Avenue, and at Jackson and Madison Places on H Street would help meet the needs of high numbers of pedestrians and visitors who enter the site through these points. In addition, providing ranger services at key points of access would make it easier for visitors to find out what opportunities are available and where, allowing them to make the most efficient use of their time at the site. Full information and orientation services would be focused at the visitor center.

Improved information systems would make it easier for individuals to plan their visits by making well-designed and adequate signs, brochures, and other orientation materials readily available. Information would be provided in other languages.

Visitor Center and Museum. An expanded visitor center in the Commerce Building would significantly improve the experience for individuals taking the public White House tours and for those wanting to learn more about the White House and the presidency. Orientation programs for public tours would help prepare visitors' expectations for what they would see inside the White House. An indoor location for most activities would protect visitors from inclement weather. Vastly improved opportunities for visitors to see items from the White House collection would complement the role of the White House as a dynamic, living museum. The museum could become a major educational facility related to the presidency. Coordinating its functions with other museum institutions in the D.C. area would prevent the duplication of programs and services. Sales by the White House Historical Association would continue in the visitor center, making it easy for visitors to buy educational materials.

Interpretation and Education. Interpretive and educational opportunities in President's Park would be enhanced by outdoor exhibits, specialized programs focusing on the various resources at the site, and additional onsite and offsite interpretive programs. Internet access to information about the White House, President's Park, and the history of the presidency would greatly enhance national and international learning opportunities. Additional educational partnership activities would result in a synergy benefiting all persons interested in learning more about the site's many themes. A complete ethnographic study of visitors would help identify what subject matter and objects associated with the White House would be most meaningful to a broad cross section of visitors.

Theaters would provide improved settings for interpretive lectures and other programs, including cultural activities. Visitor understanding of the history of the site could be improved by displaying and interpreting archeological artifacts recovered from the site.

White House Tours. The logistics of taking tours of the White House would be greatly simplified for visitors. Visitors would pick up tour tickets at the visitor center, watch an orientation film in one of four theaters in the lower level of the center, then move through a wide, naturally lighted, attractive, and secure belowground passageway to Lily Triangle near the south fence of the White House. Walking at ground level to the visitor entrance building would still give visitors a sense of excitement about entering the White House as they caught glimpses of the mansion and its grounds. Visitors with special needs would be more easily accommodated, and all visitors would be more protected from inclement weather while waiting for tours. Mobility-impaired visitors would continue to use the northeast gate and enter the White House through the north door, separating them from the general tourist line.

Within the White House the quality of the tour would be improved by eliminating current exhibits in the East Wing that diminish the dignity of the mansion and its ambience as a home. Additional visitor management and interpretive approaches within the White House would allow more visitors to learn about the site's many themes.

Public Amenities. Commercial vending would not be allowed on the sidewalks or curb lanes immediately adjacent to President's Park, and no food facilities would be provided within the park. Local restaurants in adjoining areas would be encouraged to provide this service. Benches and trash receptacles would be provided, along with amenities such as restrooms, water fountains, and telephones at certain entryways.

Conclusion

All aspects of the proposed plan would increase the visitors' sense of being in a special, historic place. Visitor information would be more readily available, and procedures for public tours of the White House would be more efficient. Educational opportunities relating to all interpretive themes for the White House and President's Park would be increased and more comprehensive. The museum function at the visitor center would provide opportunities to learn more about the history of the presidency and first families, as well as of the site. Traffic on E Street would continue to divide the park, making it somewhat difficult for visitors to appreciate the original design intent for the site as a whole, but removing parking would open up sight lines to the White House.

Impacts on Pedestrians

Analysis

The restriction of public vehicular traffic along both Jackson and Madison Places would improve pedestrian access from the north. Removing all vehicles along East and West Executive Avenues, the eastern portion of South Executive Avenue, and Hamilton and State Places would allow pedestrians to move freely about the site without intrusions from vehicles (only delivery and official use vehicles would be allowed in these areas).

West Executive Avenue would remain restricted to public access. A portal to the north-side parking garage at the north end of West Executive Avenue would be used by about 160 vehicles per day (55% of the parking garage's capacity); this use is not expected to impede the pedestrian experience on West Executive Avenue, which would otherwise be improved.

Existing pedestrian conditions along E street south of the White House would continue. Approximately two-thirds of the pedestrian crossings would occur at the two signalized crosswalks and one-third at unprotected locations away from the crosswalks, primarily at the top of the Ellipse on E Street. Pedestrian conflicts with E Street traffic would continue at this location because of visitors crossing to get a better view of the White House from the midpoint of the south fence. Strategies to address conflicts between pedestrians and vehicles could reduce hazards for both.

Pedestrian safety for people taking the public White House tours would be greatly improved with the development of an underground pedestrian corridor from the visitor center to Lily Triangle on the north side of E Street. This would eliminate large tour groups having to cross E Street traffic lanes at midblock.

The Ellipse would become a total pedestrian environment with the removal of all traffic and parked vehicles, except for authorized and emergency vehicle access. Informal gardens, landscaped pathways, and seating areas would complement the experience for people walking through this area.

Conclusion

Eliminating vehicle parking and undertaking various management strategies on E Street would help reduce pedestrian/traffic conflicts. A pedestrian corridor for public tour groups from the visitor center to Lily Triangle would create a safer situation. Unless management strategies were implemented, illegal crossings of E Street between the top of the Ellipse and the south fence of the White House would continue, causing traffic conflicts and safety concerns.

The roadways on the Ellipse would be used as wide pedestrian paths leading to gardens and meandering paths, allowing visitors to walk at their leisure or relax.

Staff would benefit from the pedestrian-friendly design on West Executive Avenue.

Impacts on Local Residents

Passive and active recreational uses would be allowed to continue on the Ellipse, although passive uses would be encouraged. No permanent infrastructure (such as backstops for softball and baseball) would be provided.

Noise Impacts

Analysis

The main noise source within the study area would continue to be traffic. However, the operation of electrical and mechanical equipment associated with underground facilities would introduce new noise sources. Most of the proposed underground facilities would be near a major roadway; consequently, the noise produced by mechanical equipment would be masked by traffic noise. For underground facilities not near major roadways, a person standing at-grade might hear the equipment

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noise. Even though mechanical systems would comply with local ordinances, building codes, and GSA specifications, the noise and drafts aboveground could be of concern given the special nature of this site. Examples of design considerations to attenuate ventilation noise include limiting the face velocity at intake and exhaust locations or limiting the size and speed of exhaust fans in sensitive areas.

Due to the parklike quality of some of the study area, there are concerns about equipment noise, even though those levels would not violate GSA specifications for machine noise in federal buildings or the D.C. Noise Control Act of 1977. With regard to mechanical equipment, the District of Columbia prohibits noise from air-conditioning, refrigeration, heat pumps, fans, or other mechanical equipment in excess of 60 dB(A) as measured at the property line. (For reference, 60 dB(A) is the sound of a person's voice.) During detailed design, any noise concerns pertaining to proposed facilities could be addressed by specific design measures to either attenuate or mask the noise, which could include moving the noise source.

Noise levels around the Ellipse Drive would be lower than existing noise levels because traffic would be prohibited on this roadway. For all other areas general noise levels would be similar under all alternatives, including the no-action alternative. The District of Columbia has in place a noise control ordinance (No. 2-53, adopted March 23, 1978), which applies to vehicle-generated noise.

Construction noise in the study area is regulated by the D.C. Noise Control Act and GSA regulations. The D.C. Noise Control Act specifies that from 7 A.M. to 7 P.M., Monday through Saturday, noise levels from construction, excluding pile drivers, should not exceed 80 dB(A) for a one-hour period. The act further states that measurements for construction noise levels should be taken 25′ from the outermost limit of the construction site. The District will not issue a permit for building construction until there is assurance in writing that the noise from the planned construction will comply with these requirements.

During construction the main noise sources would be diesel engines on heavy equipment. Heavy construction vehicles such as earthmoving equipment generate noise levels from 73 dB(A) to more than 90 dB(A) at 50′. Stationary equipment, such as generators, range from 70 dB(A) to 80 dB(A) at 50′. Drilling and cutting machinery such as jack hammers and rock drills are between 80 to 100 dB(A) at 50′, with pile driver noise exceeding these levels. Although noise impacts due to construction would be temporary, visitors and workers in nearby office buildings (the Office of Thrift Supervision, the Old Executive Office Building, the New Executive Office Building, buildings west of Lafayette Park, and the Commerce Building) would hear construction noise. Prior to each stage of construction, potentially impacted parties would be notified, and measures to mitigate noise impacts would be included in contractor specifications.

Conclusion

Traffic noise along E Street would continue, while noise along Ellipse roadways would be reduced with the removal of traffic. Noise within the study area would temporarily increase during construction. After construction the operation of mechanical equipment for underground facilities could create new noise sources, but this noise would tend to be masked by traffic on nearby roadways. In other areas designs would attenuate noise levels, so there would be no additional impact on the experiences of people onsite.

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Special Events

Special events within President's Park would be affected by various actions, including the establishment of criteria for special events, the construction of a permanent events plaza in the northeast quadrant of the Ellipse, new underground structures, and an expanded visitor center and visitor entryways. No proposed actions would affect First Amendment demonstrations or their locations because they are regulated by existing laws, regulations, and judicial decisions. No impacts on the presidential inaugural parade are anticipated because construction activities under Pennsylvania Avenue would be scheduled so as to be finished before any future inaugural.

Programs and special events on the site would be conducted in a manner that reflects the dignity of the site, heightening for visitors the sense of being in a special place. For example, all temporary installations for special events would have to be removed within a specific period of time. Special events would be reduced in scale and duration in order to maintain a quality visitor experience within President's Park.

Impacts on Public Events

Analysis

Requiring that special events reflect the purpose and dignity of President's Park, be small in scale and short in duration, have minimal commercial aspects, and include multiple cultures would help increase the quality of these occasions. These criteria would affect the types of activities offered, the amount of development, the number of people attending, and the length of each event. Organizers and participants could perceive these criteria positively or negatively. Even though these criteria would help protect cultural and natural resources and improve park aesthetics, they could also reduce the availability of the event to current participants, prevent some sponsors from taking part, and provide fewer activities or opportunities during events (such as some activities on the Ellipse during the egg roll).

Ongoing resource monitoring activities could also affect the size and type of events. Excessive damage to vegetation and soils after an event would be indicative that the carrying capacity of the park had been exceeded, so changes in the event's size and layout might be appropriate.

Removing visitor seating on the Ellipse (currently used for visitors waiting to take public tours) would affect visitors at other special events, such as the Twilight Tattoo, the Hispanic Festival, the National Feis (Irish folk dancing), and the National K-9 Competition, because they would have to sit on the grass or provide their own seating.

Removing vehicle parking throughout the Ellipse would allow attendees, as well as demonstrators, to easily move through the site. However, the lack of onsite parking spaces would further exacerbate an already difficult parking situation for some attendees.

The special events plaza proposed in the northeast panel of the Ellipse would change the setup of many events and demonstrations. Through proper design, the plaza should increase the overall efficiency of events and provide an aesthetically pleasing setting for attendees. Up-to-date infrastructure would allow event organizers to use state-of-the-art audio and visual equipment.

Former roadway surfaces could be used to accommodate chairs and stands needed for special events, thus reducing impacts on turf. Landscaped medians on E Street would provide a more pleasing backdrop for events;

however, continued traffic on E Street would still intrude on the setting.

The location of the events plaza relative to the visitor center, along with the installation of entryways, would help provide needed information for event attendees, including information about President's Park.

The Ellipse pavilion would be removed to accommodate the special events plaza, eliminating the only permanent restroom and food concession facilities within this portion of the park. Additional portable toilets would have to be brought in for events. Vendors would also be removed from 15th and 17th Streets, thus event attendees would have to seek food and refreshments outside the park

Although some new infrastructure would be provided (primarily utilities), the storage of event-related equipment and staging would remain offsite and have to be brought in for each event.

Moving the Pageant of Peace to the events plaza, with seating arranged along Ellipse Drive (which would be converted to pedestrian use), would slightly change the orientation of that event. The National Christmas Tree would remain in its same location, but the view to the White House would be blocked for the audience. However, opportunities to view the White House would be available before and after the performances and during daily events.

Changes in the pageant layout should not negatively affect the lighting of the tree, the many programs associated with the pageant, or the enjoyment of the event by participants and general visitors. There could be some cost implications in changing the layout — new types of equipment to stage the pageant could be required, which would be an added cost to the National Park Service and other sponsors. The events plaza would reduce setup and takedown time, as well as site restoration needed within the Ellipse. Faster dismantling of pageant infrastructure would also allow other events to take place soon after the first of each year.

Conclusion

Requiring special events on the Ellipse to meet certain criteria would help protect cultural and natural resources (such as scenic vistas). These changes could reduce the availability of events to current participants, restrict sponsors from participating in events, or result in fewer activities during events. A permanent events plaza with utilities would increase the overall efficiency for staging events and provide an aesthetically pleasing setting. Removing vehicle parking and traffic from the Ellipse roadways would improve the setting for special events and allow the roadways to be used during events, but background traffic noise on E Street would continue to intrude.

Impacts on White House Events

Analysis

Events on the White House Grounds. Preparations and staging for many of the events that occur within the White House and on the grounds would be facilitated with new delivery facilities in the New Executive Office Building, storage space under Pennsylvania Avenue, and underground service corridors. Items commonly used for special events, such as chairs, could be stored onsite without using inappropriate storage locations and crowding, thus reducing safety concerns. Also, with new storage facilities, it might be possible to make better use of existing spaces for pre-event activities, such as food preparation and flower arranging. Providing separate staff and service

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corridors would allow supplies and staff to move throughout the White House complex without conflicts.

Upgraded utilities on the White House grounds would improve special event functions by replacing and updating deteriorating systems and by providing additional electrical and communication services where needed. If the grounds maintenance facility was redesigned to allow some storage of materials used for outdoor events, event setup and removal would be facilitated, as well as subsequent restoration activities.

Garden and Candlelight Tours. An expanded visitor center, with theaters for tour orientation films, and a pedestrian corridor from the visitor center to the north side of E Street could help facilitate the staging of events such as the White House garden and Christmas candlelight tours, as well as provide shelter for visitors waiting for tours.

Egg Roll. The Ellipse would continue to be available for staging activities associated with this annual event.

Conclusion

Events currently sponsored by the White House on the grounds would continue. New storage space, circulation corridors, and upgraded utilities would allow all events to be more efficiently staged.

The staging of garden and Christmas candlelight tours would be easier because participants could be oriented at the visitor center and protected from poor weather while waiting.

Transportation

Impacts on Access and Circulation

Analysis

Access to the White House Complex. Multiple points of access into the White House complex would continue to be available for all official guests and business visitors, and no adverse effects on traffic would be experienced. The security lane on E Street for official White House traffic would continue to be available at all times.

Access to the northside parking structure for motorcades, diplomatic and business visitors, and senior staff (290 spaces) would be either from H Street through the NEOB parking garage entrance or from West Executive Avenue by way of E Street.

- To ensure that traffic on H Street would not exceed LOS E (at capacity) and that further congestion would not be created during the morning, fewer than 100 vehicles during the peak hour should use the NEOB entrance. For this size facility, this would result in 45% of the vehicles accessing the garage by way of the New Executive Office Building and the remainder coming in by way of West Executive Avenue.
- The intersection of 17th Street / State Place / New York Avenue operates at LOS E and F during both the morning and afternoon peak periods, indicating heavy congestion. Due to the existing poor level of service at this intersection, all entering traffic would have to continue to use the restricted lane on E Street and would exit on State Place (which would operate as a one-way street westbound).

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Access to a new 850-space garage under the Ellipse would be by way of Constitution Avenue at 16th Street, with an estimated 550 cars entering and exiting the garage during the morning and afternoon peak hours. Constitution Avenue currently operates at good levels of service throughout the day in both directions between 12th and 23rd Streets, suggesting that this avenue could handle the additional parking traffic. The critical element, however, would be how well the Constitution Avenue / 16th Street intersection operated. Based on an intersection capacity analysis, this intersection would operate over capacity during the morning peak hour with the addition of traffic entering the parking structure. Any intersection changes to improve access would adversely impact the overall operating characteristics of Constitution Avenue.

Access for deliveries to the Executive Residence, Executive Office, and Old Executive Office Building would be by way of existing facilities at the New Executive Office Building and the Treasury Annex. The amount of new traffic during the midday period would not affect the operating characteristics of either H Street or 15th Street.

E Street. Under the proposed plan E Street would continue to operate with two lanes of eastbound traffic and a restricted access lane for official White House traffic. No changes are anticipated to the downtown street system as a result of this plan. Thus, existing traffic conditions would not be altered.

Official White House events and motorcades would continue to require random closures of E Street. During such closures, drivers would seek alternate east- and westbound routes, potentially creating traffic congestion.

The future of the E Street corridor is currently being discussed among transportation agencies. As a result of these discussions, the National Park Service recognizes that some temporary interim measures could be taken to improve traffic flow in the area. If any interim measures were formally proposed, they would be addressed by the agency proposing the action and analyzed during a separate planning process. The impacts of such potential interim measures are beyond the scope of this plan.

Conclusion

Access to the northside parking facility would be from H Street through the NEOB garage and from West Executive Avenue. To prevent further congestion on H Street, NEOB access should be limited to fewer than 100 vehicles during the peak hour. For access by way of West Executive Avenue traffic would use the restricted access lane on E Street, with State Place operating as one-way westbound for exiting traffic to avoid additional impacts to the 17th Street / New York Avenue / State Place intersection. Access to the Ellipse parking garage from Constitution Avenue at 16th Street would cause this intersection to operate over capacity during the morning peak hour as vehicles turned onto 16th Street; Constitution Avenue is now operating under capacity.

E Street would remain a one-way eastbound street, and no changes are anticipated to the downtown street system. The proposed plan for E Street is not contrary to the long-term goal of reducing surface traffic within President's Park. Continued temporary closures of E Street for official White House events and motorcades would potentially create congestion on adjacent streets.

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Impacts on Public Parking

Analysis

A total of 103 on-street parking spaces available to the public would be eliminated under the proposed plan, including 37 metered spaces (on the east side of 17th Street between State Place and Constitution Avenue) and 66 time-limited spaces (along the north side of Constitution Avenue between 15th and 17th Streets and the east side of 17th Street between State Place and Constitution Avenue; see table 17). (Eight parking spaces on the 15th Street end of Pennsylvania Avenue would not be affected.) On-street parking spaces are for short-term use only, and most are restricted during rush hours. In addition, 506 other spaces in President's Park, including permit and official sightseer spaces available to the public during evenings and/or weekend days, would no longer be available.

Visitors, shoppers, commuters, business people, and others compete for available on-street metered and time-limited spaces. These drivers would have to look for other available on- and off-street parking in the area. Most people are only willing to walk one to three blocks from their short-term parking space to their destinations. Because of this, the impact of the eliminated on-street public spaces was assessed within three blocks of the parking that would be eliminated. Within this three-block area the impacts on the weekday on-street parking supply are as follows:

- Metered spaces: 799 spaces total; 37 spaces (4.6%) would be removed
- Time-limited spaces: 343 spaces total; 66 (19.2%) would be removed
- Total public spaces in this area: 1,142 spaces total; 103 (9%) would be removed

It is assumed that people would be willing to walk up to three blocks to find replacement parking. Removing 103 on-street spaces on 17th Street and Constitution Avenue would result in only a 9% reduction of the on-street public parking supply within three blocks of the removed spaces.

The economic impacts associated with the removal of these parking spaces are presented in detail in the impacts on the socioeconomic environment.

Some intermittent public parking could potentially be provided on weekends and evenings in the Ellipse parking facility if a study undertaken during design development determined that such parking would be compatible with staff use and site parking strategies.

Conclusion

A total of 103 on-street, short-term parking spaces would be eliminated, which represents 9% of the weekday, on-street parking supply within three blocks of the parking that would be eliminated. An additional 506 spaces in President's Park that are available to the

TABLE 17: ON-STREET PUBLIC PARKING ELIMINATED — PROPOSED PLAN

Parking Spaces	Spaces
Public Metered Parking	
17th St. (east side)	37
Public Time-Limited Parking	
17th St (east side)	13
Constitution Avenue (north side)	53
Total Public Spaces	**103**
Additional Parking Spaces Available Evenings and/or Weekends	
Permit	498
Official Sightseer — 15th St. (west side)	8
Total Additional Spaces	**506**

SOURCE: BRW, Inc., parking inventories, Nov. 1994, July 1996, Aug. 1997.

public during evenings or weekend days would also be eliminated, further constraining the limited on-street parking supply in this area.

Impacts on Public Transit

Analysis

The Metrorail Red Line crosses the study area under Lafayette Park and north of the Treasury Building, including the area intersected by Pennsylvania Avenue, East Executive Park, and Madison Place. However, no development is proposed in this area, and there would be no effects. Existing Metrobus stops on H Street and Constitution Avenue would not be affected by proposed actions.

Even though the number of visitors on public White House tours (a maximum of 5,000 per day) would not change, more visitors could be attracted by an expanded White House visitor center. If more visitors came to the President's Park area, public transit ridership might increase. Currently, the most common mode of transportation for White House tour groups is Metrorail, with 27% to 34% arriving by this mode; only 4% arrive by Metrobus. Most of these visitors would not be traveling during the morning or evening peak period, and the capacity of existing stations and routes would be sufficient to absorb these additional trips during nonpeak periods.

Promoting the use of the public transportation system, including Metrorail stops at Federal Triangle, Farragut Square, and McPherson Square, by both employees and visitors would help reduce vehicular congestion.

Conclusion

The use of the various Metrorail stations and Metrobus routes in the vicinity would not be adversely affected as a result of visitors coming to the President's Park area. The proposed plan would not physically impact Metrorail or Metrobus operations.

Impacts on Tour Buses

Analysis

Future planning by both the District of Columbia and the National Capital Planning Commission to coordinate mass transit proposals and centralized tour bus parking locations outside the downtown area could have beneficial effects by removing tour buses that idle on streets adjacent to President's Park. The National Park Service would have to coordinate dropoff and pickup locations within or near President's Park for tour bus passengers with such a plan. Short-term tour bus parking (maximum of two hours) would be eliminated adjacent to President's Park on 15th Street, and tour buses would need to find other parking.

Tour buses would continue to drop off visitors in the no-parking zone in front of the White House visitor center on Pennsylvania Avenue South, and on the west side of 15th Street between Pennsylvania Avenue South and Constitution Avenue. Impacts associated with different dropoff and pickup locations would be assessed when these sites were designated.

Tour buses would continue to use E Street for drive-by views of the White House and grounds.

Conclusion

Parking locations for tour buses outside the downtown area would be determined through a citywide tour bus management plan to be developed by the National Capital Planning Commission and the District of Columbia.

Impacts of passenger dropoff and pickup locations within President's Park for tour groups would be assessed when specific locations were determined. Short-term bus parking on 15th Street would be eliminated. Tour bus operators could continue to provide drive-by views of the White House on E Street.

Impacts on the Tourmobile

Under the proposed plan Ellipse roadways would be closed to traffic, and the Tourmobile would be rerouted. When the Ellipse is occasionally closed at present, the Tourmobile turns north from Constitution Avenue to 17th Street, east on E Street, and south on 15th Street, back to Constitution Avenue. Alternative routes could result in less consistent service because the Tourmobile would be operating in general traffic.

Impacts on Bicyclists

Bicyclists would continue to ride in general traffic lanes on E Street and adjacent to President's Park. Bicyclists would also continue to use streets closed to motorized traffic, such as Pennsylvania Avenue. Closing the Ellipse roadways to general traffic would also improve the bicycling experience in this area.

Socioeconomic Environment

Impacts on D.C. Revenues

Analysis

Parking Revenue. The proposed plan would result in a loss of 37 D.C. parking meters along 17th Street. These meters charge 75¢ per hour from 7 A.M. to 6:30 P.M. six days a week, except where reduced by morning and evening rush hour restrictions (7–9:30 A.M., 4–6:30 P.M.). The meters are in heavy demand and are generally occupied full time. Based on 100% use (with the exception of 10 federal holidays per year), these spaces generate a total of $70,328 in annual parking meter revenues (see table 18). Total annual D.C. parking meter revenues range from $12 million to $14.5 million ($12.8 million in 1995). Based on an annual average of $13.25 million, the total loss from these spaces would be less than 0.5% of parking meter revenue. Over the 20-year life of this plan, losses in D.C. parking revenue would total an estimated $1.4 million.

Parking meters and time-limited spaces also generate revenue from tickets for parking violations. According to the D.C. Parking Services Division, an average of three parking tickets per space are given each month. Based on a fine of $27 per ticket, this would represent an annual loss of $100,116, or approximately 0.25% of the $39.1 million in 1995 D.C. revenues from parking violations. Total parking related losses would then equal $170,444 per year (see table 18). Over 20 years the total revenue loss would amount to an estimated $3.4 million.

An average parking enforcement officer generates $600,000 in annual revenues. The estimated loss of ticket revenues would be the equivalent of 0.16 full-time equivalent employee on a dollar cost basis. Given the overall shortage of parking enforcement officers, this reduction in spaces is not expected to result in employment reductions.

Leased Parking Revenue. Pending the completion of the Ellipse parking facility (scheduled for years 16–20 of the plan, with leasing starting in the fourth year), a total of 850 parking spaces for White House staff would be leased in parking facilities within a 10-minute walk of the White House. Because of the extended period that these spaces would be leased, associated impacts have been

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TABLE 18: PROJECTED ANNUAL D.C. REVENUE LOSSES FROM PARKING METERS — PROPOSED PLAN

Location	Spaces	Rate/ Space	Hours	Days/ Week	Annual Revenue	20-Year Total
Revenues from Metered Spaces						
17th St. (east side)	9	$0.75/hr	9:30 A.M.–4 P.M.	6*	$13,250	$265,000
17th St. (east side)	28	$0.75/hr	9:30 A.M.–6:30 P.M.	6*	57,078	1,141,560
Subtotal	37				$70,328	$1,406,560
Revenues from Parking Tickets**						
37 metered spaces		$972/yr**			35,964	719,280
66 time-limited spaces		$972/yr**			64,152	1,283,040
Subtotal					$100,116	$2,002,320
Total Parking Revenue Losses					**$170,444**	**$3,408,880**

SOURCE: D.C. Department of Public Works, Parking Services Division; BRW, Inc.
* Assumes 52 weeks per year and 10 holidays.
** Assumes 36 tickets per space per year at $27 per ticket.

analyzed. (Interim leasing would also be done while the northside garage was being constructed; however, this project would be undertaken in the first phase of plan implementation and the leases would be short term, so the impacts have not been analyzed.)

There are 69 parking garages within a 10-minute walk of the White House, each with 50 to 600 spaces (average of 250 spaces per garage). Parking rates range from $145 to $208 per month (average of $180).

According to field studies by GSA staff in 1996, the federal government would be able to bulk lease spaces on a long-term basis in two or more garages within the study area. The 1996 estimated rate was $146 per month per space or $1,753 per year, based on a bulk lease discount of 10% and deducting the 12% D.C. parking tax, which does not apply to the federal government.

If the federal government negotiated a long-term lease for these spaces, this would reduce D.C. parking tax revenue. Based on the public monthly average of $180 per space and assuming an average of a 4% annual increase in rates, the market rate for parking is expected to be $202 per month by year four when these spaces are proposed to be leased.

The loss of parking tax revenue to the District would be 12% of the monthly rental rate ($202), which equals $24.30 per month or $292 per year (see table 19). The annual parking tax losses in year four for 850 spaces are estimated at $247,836. Parking tax losses over the life of this plan (years 4 through 20) are estimated at $5.9 million, based on a 4% annual increase in parking rates over this period, as shown in table 19.

TABLE 19: PROJECTED D.C. REVENUE LOSSES FROM LEASED PARKING TAXES — PROPOSED PLAN

	Space/ Month	850 Spaces per Year
D.C. Lease Tax Revenue Loss		
Year 4		
• Market rate	$202.48	$2,065,296
• Tax loss at 12%	$24.30	247,836
Years 4–20		
• Total tax loss	—	$5,872,955

SOURCE: General Services Administration, BRW, Inc.

NOTE: Based on 850 leased spaces, with leasing beginning the fourth year of the plan. Costs are inflated by 4% annually.

The estimated lease cost to employees for these parking spaces would be $164 per month or $1,972 per year in year four. The total lease rate over the life of this plan (years 4 through 20) is estimated at $46,734 per space or $39.7 million for the 850 spaces. As noted previously, individual lease rates would most likely be borne by employees (in accordance with federal policies). Therefore, this $39.7 million would not be a federal expense, unless individual agencies chose to pay the costs for their employees.

Vendor Revenue. Removing 16 vendor spaces from the west side of 15th Street and 10 spaces from the east side of 17th Street facing the Ellipse could result in a small loss of D.C. business license and sales tax revenue if replacement spaces were not relocated in the downtown area. Food vendors pay a license fee of $130 per year, and merchandise vendors $106 per year. Assuming an even mix of vendors, the loss of business license revenues would be $3,068 per year. Each vendor license holder also pays a flat sales tax fee of $1,500 per year. The loss of sales tax revenues is estimated at $39,000 per year.

The estimated reduction in annual revenue to the District of Columbia is $42,068, as shown in table 20. Over 20 years vendor revenue losses are estimated at $841,360. The National Park Service would work with the District of Columbia to evaluate the feasibility of providing other vendor locations within the city.

Conclusion

Annual D.C. revenue losses (by year four of the plan) from parking meters, parking violations, leased parking taxes for 850 spaces, vendor licenses, and sales taxes would total an estimated $460,348. Over the 20-year life of this plan, the total estimated loss would be $10.1 million.

Each annual source of revenue loss is in itself minor and in aggregate represents only 0.02% of the District's fiscal year 1996 General Fund tax revenues of $2.3 billion. However, these impacts would contribute to the larger problem of D.C. revenue decline occurring primarily as a result of population and employment losses unrelated to this proposed federal action. The loss could be reduced if vendor spaces were relocated within the downtown core area.

Impacts on Vendors

Analysis

For the purposes of this analysis it was assumed that only one vendor occupies each vendor space daily. This was based on NPS staff and contractor observations during 1997 and on conversations with staff of the D.C. Department of Regulatory Affairs.

TABLE 20: PROJECTED D.C. REVENUE LOSSES FROM VENDORS — PROPOSED PLAN

Annual D.C. Revenues	Spaces	Vendors	Annual	20-Year Total
Food License at $130 per Year	13	13	$1,690	$33,800
Merchandise License at $106 per Year	13	13	$1,378	27,560
Subtotal	26	26	$3,068	$61,360
Sales Tax at $1,500 per Year per Vendor	26	26	$39,000	$780,000
Total Revenue Loss			**$42,068**	**$841,360**

Source: D.C. Department of Regulatory Affairs; BRW, Inc.

Removing 26 vendor spaces, unless relocated to other downtown areas, would affect opportunities for private business persons. Based on an estimated average of $2,000 per day per space for the peak season and $1,000 per day per space for the off-season, removing these 26 spaces would cause a $14.2 million loss in business volume (see table 21). Based on average profits of 10% of gross sales, this could result in a total loss of $1.4 million in profits to the affected business owners. The loss of profits over the 20-year life of this plan is estimated at $28.5 million. Translated into employment, the potential loss of spaces for 26 vendors would be comparable to the loss of 26 full-time equivalent (FTE) jobs.

Conclusion

A total of 26 of the 76 roadside vendor spaces available in the President's Park / Monumental Core area could be lost. This would amount to an annual loss of $1.4 million in profits, or $28.5 million over a 20-year period. If these spaces were relocated to other downtown areas, the losses would be reduced.

Impacts on Local Businesses

Analysis

Local businesses might be concerned about any changes in the public parking supply, which includes on-street parking and off-street commercial facilities. The 103 on-street, time-limited and metered public parking spaces that would be eliminated under this alternative are on Constitution Avenue between 15th and 17th Streets and on 17th Street between Constitution Avenue and State Place. These spaces represent 9% of the 1,142 parking spaces available within a three block radius (the assumed distance that people would be willing to walk to find replacement parking).

The eliminated parking spaces are not in front of any businesses. However, there are several institutions on 17th Street, including the Organization of American States, the Daughters of the American Revolution Memorial and Constitution Hall, and the American Red Cross. Of the 103 spaces removed, 50 are on the east side of 17th Street, across the street from these institutions; 29 spaces would remain on the west side of 17th Street directly in front of these buildings. Some of these institutions have their own off-street parking; therefore, the loss of on-street parking would represent only a small portion of their overall parking needs. Patrons and staff can also use commercial parking facilities in the area.

In addition to the reduction in on-street parking spaces, weekend parking on the Ellipse roadways would be eliminated. The types of users (visitors, local residents, shoppers, etc.) who park in Ellipse parking places on weekday evenings and during weekends have yet to be determined. A survey has been proposed to identify the users and their destinations to ensure that the removal of Ellipse parking would not impact local businesses.

TABLE 21: POTENTIAL VENDOR REVENUE LOSSES — PROPOSED PLAN

Business Losses	Spaces	Vendors	Annual Revenues	20-Year Total
Six months at $2,000 per day	26	26	$9,490,000	$189,800,000
Six months at $1,000 per day	26	26	4,745,000	94,900,000
Total Gross Sales	26	26	$14,235,000	$284,700,000
Profits at 10% of Gross Sales			$1,423,500	$28,470,000

Source: D.C. Department of Regulatory Affairs; BRW, Inc.

Additionally, the amount and duration of visitor parking would be identified.

The impact on area businesses of a reduction of 850 leased public parking spaces is difficult to measure. According to a 1996 informal field study by GSA personnel, 26 parking garages in the area are accessible to the general public with a total of 4,500 spaces. A loss of 850 of these 4,500 spaces would represent 19% of the public parking spaces within a 10-minute walk of the study area. This loss could have some impact on the overall attractiveness of these buildings for the private rental market. The degree of impact would be a function of the available supply of public parking at the time of lease. For example, at the time of the field survey (1996) a major organization was bulk leasing parking permits provided by parking companies in several locations in the market. Since then, the organization has constructed a new building with employee parking and those previously leased spaces may have again become available.

Conclusion

The loss of 50 time-limited and metered parking spaces on the east side of 17th Street next to President's Park would result in minor inconveniences to nearby institutions relying on these spaces for employees, tenants, and patrons. Visitors and local users on weekends would also be affected. The possible reallocation of 850 leased parking spaces to the federal government would represent a 19% reduction in available public spaces, potentially affecting area businesses and offices.

Construction and Operation Impacts

Analysis

The economic impacts of the proposed plan include both (1) short-term effects that flow from construction activities and would be limited by the value and the time period of construction, and (2) long-term effects that derive from the operation of facilities after construction and recurring annually.

Construction Impacts. The construction budget is separated into labor and materials in order to estimate direct employment and payroll. These impacts would be affected by the ability of contractors, suppliers, and labor resources in the District as well as the metropolitan area to contract for this work. The indirect effect of these expenditures would be determined by the ability of the local and area economy to retain and recycle these direct outlays. Standard employment and payroll multipliers developed by the U.S. Bureau of Economic Analysis were used to measure spin-off effects of employment and expenditures.

The construction budget for the proposed plan is estimated to be approximately $276.2 million. Construction is expected to take place in four five-year phases over a 20-year period; it is assumed that construction-related impacts would occur in equal yearly increments for each phase (see appendix E).

Direct and indirect effects on jobs and earnings in the metropolitan area and the District of Columbia are shown in table 22. Based on standard regional input/output modeling system multipliers, overall construction-related employment would range from 267 to 531 direct and indirect jobs per phase in the metro area and from 52 to 104 jobs in the District (the greatest impact would be created during phase 4 as a result of constructing the Ellipse parking facility). Overall earnings by phase are estimated to range from $6.3 million to $12.4 million for the metro area and from $1.4 million to $2.8 million for the District. The D.C. capture of direct employment and earnings could be increased with specific hiring

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TABLE 22: CONSTRUCTION-RELATED IMPACTS — PROPOSED PLAN

	PHASE 1 (YEARS 1–5)		PHASE 2 (YEARS 6–10)		PHASE 3 (YEARS 11–15)		PHASE 4 (YEARS 16–20)	
	Jobs	**Earnings***	**Jobs**	**Earnings***	**Jobs**	**Earnings***	**Jobs**	**Earnings***
Metro Area								
Direct Jobs	208	$5.3	182	$4.6	121	$3.1	240	$6.1
Indirect Jobs	251	5.4	220	4.8	146	3.2	291	6.3
Total Jobs	459	$10.7	402	$9.4	267	$6.3	531	$12.4
District								
Direct Jobs	73	$1.8	64	$1.6	42	$1.1	84	$2.1
Indirect Jobs	17	0.6	15	0.5	10	0.3	20	0.7
Total Jobs	90	$2.4	79	$2.1	52	$1.4	104	$2.8
Total Construction Value per Phase**	$76.4		$67.1		$44.4		$88.4	
Total Construction Value per Year	$15.3		$13.4		$8.9		$17.7	

NOTES:

	Metro Area	D.C.
Overall employment:	30.0 per million dollars	5.9 per million dollars
Employment multipliers:	2.21	1.24
Overall earnings:	0.70 × construction value	0.156 × construction value
Earnings multipliers:	2.03	1.31

* Earnings shown in millions of dollars.

** Total estimated construction = $276.2 million (see appendix E).

practices requiring a certain percentage of jobs be filled by D.C. residents.

Long-Term Impacts. No significant gains in long-term employment are anticipated under the proposed plan. One or two jobs could be added at the visitor center as a result of the proposed expansion.

Conclusion

Estimated construction for the proposed plan would total approximately $276.2 million over 20 years and would be divided into four phases. Other than the creation of short-term, construction-related jobs in both the metropolitan area and the District of Columbia throughout the life of the plan, there would be no significant gains in long-term employment.

Site Management and Operations

Impacts on Site Operations

Analysis

New meeting/conference space would allow site operations to be handled more efficiently, reducing the need to frequently move equipment and furnishings around the site in preparation for meetings.

There would be no additional effects on site operations and management by visitor arrivals for special events or ceremonial functions. Residence and business arrivals would have minimal effects on site operations.

Additional staff could be required to implement proposed actions, including trained staff to monitor new programs. Developing a comprehensive landscape management plan would help ensure a consistent level of maintenance for all areas of President's Park.

An expanded visitor center would require additional personnel and work space for managerial, administrative, and maintenance functions.

Conclusion

New facilities and programs would require additional staff; however, operations could be handled more efficiently overall. A comprehensive landscape management plan would help ensure a consistent level of maintenance for all areas of President's Park.

Impacts on Maintenance

Analysis

Major improvements to the roadways, walkways, and other key areas within President's Park would require routine maintenance. However, using durable materials in redesigns, incorporating technological advances in utilities and other infrastructure, and taking measures to prevent repetitive impacts to turf and garden areas would offset the need for frequent, intensive maintenance.

Maintenance operations within President's Park would be facilitated by constructing a 4,000-square-foot maintenance facility as part of the Ellipse parking facility for storing equipment and supplies, by using smaller maintenance vehicles to maximize onsite storage and utilization capabilities, and by developing a mobile maintenance unit. An onsite maintenance facility would make key pieces of equipment and bulk material supplies readily available, reducing downtime for staff while transporting or waiting for supplies. To make this space as efficient as possible, key pieces of equipment would be scaled down in size to reduce onsite storage needs. Developing a mobile maintenance unit would allow many day-to-day site operations to be handled by this one unit.

Removing all surface parking within President's Park would allow more efficient maintenance operations because parked vehicles would no longer be obstacles to the movement of equipment and supplies. More informal garden areas on the Ellipse would increase site maintenance work, but onsite facilities would allow for more efficient operations.

Providing an events plaza and permanent infrastructure on the Ellipse for special events would make setup and breakdown activities more efficient and reduce impacts on turf areas. Spending less time to restore damaged areas would allow maintenance staff to concentrate on other activities.

Security requirements would continue to affect site operations in terms of having to clear equipment and supplies brought into the White House complex. To the extent that equipment and materials could be stored onsite, clearance procedures and maintenance operations would be more efficient.

Conclusion

Maintenance activities would be more efficient with a maintenance facility as part of the Ellipse parking facility, with the removal of parking on the Ellipse, and with the development of a special events plaza. An onsite maintenance facility would reduce drive times. More informal garden areas on the Ellipse would increase site maintenance work.

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Impacts on Utilities

Analysis

The pedestrian corridor connecting the Old Executive Office Building with the Treasury Building would pose potential conflicts to utilities beneath East and West Executive Avenues. These utility lines would have to be either temporarily relocated during construction, supported, or bored beneath.

Several combined storm/sanitary sewers in the area would be impacted to varying degrees by proposed projects. Even though these facilities are of adequate capacity, the D.C. Public Works Department has a general policy that when these combined facilities are disrupted, the replacement services are to be separated within the project area. This would probably require a structure at either end to transition from separate to combined facilities.

In addition, major utility impacts would be associated with the northside parking facility and the pedestrian tunnel beneath 15th Street from the visitor center to the north side of E Street at Lily Triangle. Pennsylvania Avenue is a major utility corridor for electric, gas, telephone and water services; 15th Street is also a major sewer corridor.

Onsite utility surveys would be conducted during design development to identify specific utility locations. Relocation plans, capacity issues, and costs would be discussed with utility owners and the District of Columbia.

Public Utilities. The following public utilities are known in the area:

- Electric lines that could be affected include 24-conduit and 19-conduit ductbanks along the center of Pennsylvania Avenue and a 2-conduit ductbank along 15th Street in the area of the visitor center tunnel. Several smaller electric ducts and conduits extend throughout the area.
- Potentially impacted gaslines include a 20" diameter line along the south side of Pennsylvania and a 12" diameter line along 15th Street near the visitor tunnel.
- Telephone ductbanks include a 16-conduit facility along the north side of Pennsylvania Avenue.

These public utilities may be governed under the provisions of franchise agreements with the District of Columbia, which may require the specific utility owner to relocate their facilities at little or no cost to the project. Early discussions with each utility company would be needed to program relocations and to determine funding arrangements.

Waterlines. A 24" diameter water main crosses the project area roughly parallel to E Street. This line could interfere with the proposed alignment of pedestrian corridors from the visitor center and the Ellipse parking garage; temporary support or relocation during construction would probably be required. A 12" diameter waterline runs along both Pennsylvania Avenue and 15th Street; additional coordination would be required to determine if domestic and fire service could be handled if this line was interrupted during construction. After construction the waterline could most likely be replaced above or alongside the new underground structures. Costs associated with water system modifications, under the jurisdiction of D. C. Public Works Department would be assigned to the President's Park improvement project.

Sewers. The major impact to the sewer system would be crossing the 9'8" diameter combined storm/sanitary sewer on the south side of the Ellipse, from D Street and 17th Street to just north of Pennsylvania Avenue South and 15th Street. Pedestrian corridors associated with the visitor center and the Ellipse parking garage would cross this sewer at an unknown depth (the sewer is 5′ to 17′ belowground). Replacing a portion of this sewer, possibly with two or more smaller diameter pipes, could help avoid conflicts. This solution could lend itself to the eventual separation of storm and sanitary flows in the area.

Other sewer conflicts include a 21″ diameter storm sewer in 15th Street, which would conflict with the visitor center tunnel; a 27″ × 45″ sewer in Pennsylvania Avenue, which would conflict with the delivery tunnel; and an 18″ diameter storm sewer beneath Jackson Place, which would conflict with the parking garage access corridor. These smaller sewers could probably remain in place after construction but would need to be temporarily supported or relocated during construction.

The 42″ brick sewer that runs north and south through the Ellipse has been abandoned and would have to be removed to accommodate the Ellipse parking structure. If this sewer is historic, it would be documented in accordance with HABS/HAER standards.

Costs associated with sewer system modifications, under the jurisdiction of D.C. Public Works Department, would be assigned to the President's Park improvement project.

Steamline. Impacts associated with relocating the Ellipse steamline, in compliance with the criteria established to ensure the protection of the historic elements of the site design (including viewsheds), natural and cultural resources, and the visitor experience would be analyzed when that project was undertaken.

Conclusion

Electric, gas, telephone, and water lines under Pennsylvania Avenue would be bored beneath or temporarily relocated during construction of the northside parking garage and associated pedestrian corridors. Sewers under 15th Street and the Ellipse would also require relocation; if storm and sanitary sewers were combined, separate lines would be required for the length of the replacement. The largest line to be crossed would be the 9′8″ combined storm/sanitary line that bisects the northwest corner of the Ellipse.

Irreversible and Irretrievable Commitments of Resources

Implementing the proposed plan would involve a range of natural, physical, human, and fiscal resources. Land used for the construction of facilities is considered an irreversible commitment during the period a facility is in place. Currently, no evidence suggests that a better use could be found for lands within the White House grounds and President's Park, or that such other uses would be necessary or desirable. This statement assumes that surface restoration after underground construction would remove any sign of disturbance.

Construction activities, particularly on the north grounds, could result in the irretrievable loss of commemorative trees planted by particular presidents. Once these trees were lost, a bit of living history, although documented, would also be lost. The loss of American elms on the Ellipse as a result of constructing the underground parking facility would be a permanent loss. Excavations for an Ellipse parking facility would irreversibly alter the stratigraphy of any archeological resources that might be discovered.

Fossil fuels (oil, gasoline), labor, and construction materials used for proposed facilities and infrastructure are generally not retrievable. These materials are not scarce, and their use would not affect their current availability or supply. Constructing new facilities or implementing other major proposals could also require a substantial one-time, irretrievable expenditure of public funds.

The Relationship of Short-term Uses of the Environment and the Maintenance and Enhancement of Long-term Productivity

Short-term displacements or disruptions to the vistas, White House complex traffic, pedestrian movements, the visitor experience, and site operations (such as deliveries) would result from underground construction projects throughout the White House complex and President's Park. However, upon completion these facilities would serve to improve all functions temporarily disrupted. Experiences for pedestrians and visitors would be improved, and operations at the White House would be enhanced. At no time would functions necessary to the operation of the government be impeded.

Cumulative Impacts

In general, few adverse cumulative effects would result from implementing the proposed plan, and many effects would be positive. Care has been taken throughout the planning process to consider the status of the site both as the home and office of the president and as an important cultural resource. Those issues of note are specifically listed below.

Construction-related losses of American elms on the Ellipse, in conjunction with the loss of other elms on the National Mall, would add to the loss of elms throughout the city.

The alternatives being considered in the *Environmental Assessment for the Long-Term Design of Pennsylvania Avenue* are based in part on alternatives that are assessed in this *Comprehensive Design Plan and Draft Environmental Impact Statement*, including the following:

- The *Design Guidelines* for President's Park would also apply to the site plan for Pennsylvania Avenue.
- There would be no surface parking on Pennsylvania Avenue (other than business-related parking at either end of the avenue), and no staff permit parking on Jackson Place.
- A landscape plan for President's Park would be developed, including maintenance guidelines.

The alternative for Pennsylvania Avenue that is selected would be coordinated with the alternative that is selected for the comprehensive design plan. Common designs and materials would be used for all site elements, such as entryways, paving, outdoor furniture, and information kiosks. An objective of both plans is to unify the northern and southern sections of President's Park.

The other planning and design efforts for President's Park, including the northside and southside barrier replacement projects and changing the alignment of a portion of South Executive Avenue on the eastern edge of the First Division Monument, have been coordinated with the overall goals of this *Comprehensive Design Plan and Draft Environmental Impact Statement*. As these efforts were implemented, design and materials should be consistent with other park elements.

Future emergency actions by federal or municipal agencies could further complicate the administration of the resources of the White House and President's Park. Previous emergency actions by various authorities have resulted in altered traffic and parking patterns. Traffic effects of such actions would be unavoidable and often without mitigation.

Cultural Landscape

In the proposed plan the historical scene and various ceremonial viewsheds to and from the White House across President's Park would be enhanced by treating the site as a cohesive administrative and physical unit. This positive effect would also benefit other federal plans and D.C. plans.

Other ongoing NPS planning and design projects throughout President's Park (such as the barrier replacement on the north side of the Lafayette Park and the north side of E Street and changing the alignment of South Executive Avenue east of the First Division Monument) have been coordinated with the overall goals of this comprehensive design planning effort. As these projects were implemented, a consistency of design and materials should become apparent throughout President's Park, enhancing the overall appearance of the area.

Visitor Experience

The National Park Service is continually seeking to provide exceptional experiences for visitors to the National Mall, the White House, and President's Park. Future changes at sites such as the Washington Monument, the addition of new sites (such as the FDR Memorial), and changes in transit systems and parking options would all help improve visitor experiences, especially in conjunction with actions proposed in this plan (such as an expanded White House visitor center and more enjoyable public tours). A positive visitor experience would also benefit the city because visitors would be more likely to return in the future or to encourage others to visit.

Transportation

Recent traffic congestion is a direct and indirect result of street modifications and traffic restrictions on E Street and Pennsylvania Avenue that were implemented on May 20, 1995, by the director of the United States Secret Service, as ordered by the secretary of the treasury on May 19, 1995. These effects were identified in the *Environmental Assessment of the Implementation of the White House Security Review Vehicular Traffic Restriction Recommendations* (U.S. Department of the Treasury 1997). The proposed actions considered in this *Comprehensive Design Plan and Draft Environmental Impact Statement* do not include any further restrictions to the street network that would cause further congestion.

Traffic measures were implemented to mitigate potential traffic problems associated with parking in the new Ronald Reagan Building and International Trade Center in the Federal Triangle. Because the actions considered in this plan do not affect the local street network, there would be no cumulative effects.

An environmental impact statement is being prepared about removing parking surrounding federal buildings (as a security precaution). Cumulative impacts of this action relative to the actions considered in this *Draft Environmental Impact Statement* are not yet known.

There would be no cumulative traffic effects in the downtown area as a result of proposed actions and events at the MCI Center because the peak traffic period for the center is after an event (usually late evening) and therefore would not coincide with the evening rush hour (DC 1995). Attendees at an event would use parking within a 10-minute walk of the arena; since President's Park is well outside this area, arena events would not likely have an impact on parking near President's Park.

Relationship to Other Plans and Efforts

The actions in the proposed plan would support the majority of elements and objectives outlined in the *Comprehensive Plan for the National Capital*, the *Comprehensive Plan Amendments Act of 1989 and 1994*, the *Long-Range Transportation Plan for the National Capital Region*, and the *Transportation Plan for the District of Columbia* (see "Relationships of this Document to Others Plans and Efforts"). Notable actions include

- promoting visitor services and information at the White House visitor center, entryways to President's Park, and continued special events such as the Pageant of Peace
- supporting alternatives to the use of private cars, including mass transit service to support tourism, promoting the use by visitors of auto and bus fringe parking areas, with transit service to the Monumental Core
- providing a pedestrian-oriented environment, reducing pedestrian and vehicular conflicts, and increasing safety
- enhancing and protecting the historic landscapes
- protecting other cultural resources, such as historic landmarks and cultural landscape resources such as street trees
- maintaining open space
- encouraging consistency of design

Providing parking for White House staff would be consistent with federal parking policies and would meet the needs of the Executive Office of the President. The *Long-Range Transportation Plan for the National Capital Region* encourages the management of the parking supply to help improve air quality, reduce traffic congestion, and support public transportation. The *Comprehensive Plan for the National Capital* recommends providing and managing parking at a level to maximize the use of public transportation and high-occupancy vehicles, specifically in the central employment area. The proposed plan would not increase the staff parking supply.

Both the *Comprehensive Plan Amendments Act of 1994* and the *Transportation Plan for the District of Columbia* encourage transportation changes that would benefit White House staff and visitors. The plans encourage the Washington Metropolitan Area Transit Authority to extend Metrorail operating hours. Such extensions would be beneficial to staff because of the long and erratic hours they often work. Public vehicle and tour bus parking is encouraged in both plans, in conjunction with other forms of intra-District transportation to assist visitors in traveling conveniently within the District. This *Comprehensive Design Plan and Draft Environmental Impact Statement* embraces this concept and supports providing public parking in outlying areas that are easily accessible. This concept would help reduce the impacts of removing parking from President's Park.

One area of discrepancy involves the vendors. The D.C. elements of the *Comprehensive Plan for the National Capital* identify the need for aesthetically appealing vending in public spaces. The proposed plan would require the removal of all roadway vendors along 15th and 17th Streets as part of the proposal to remove all surface parking within the area.

The *Comprehensive Plan Amendments Act of 1994* does speak to the shortage of short-term retail and business patron parking in the downtown area. Leased White House staff parking in facilities that house public and leased parking spaces could further constrain the short-term parking supply. As noted in the impact discussion for public parking, impacts would depend upon the available parking supply when the leases were negotiated.

If public parking was provided in the Ellipse parking garage, public parking in the study area would be increased, which would be contrary to NCPC's vision for the Monumental Core. Increased parking would attract visitors into the core area, rather than encouraging them to use outlying areas.

The proposed plan generally supports the framework for NCPC's *Extending the Legacy: Planning America's Capital for the 21st Century*. However, the commission has identified E Street across President's Park as a secondary connector route. Coordination with the commission would be required to ensure the protection of park values while at the same time acknowledging the status of President's Park as an element within a larger municipal and urban framework.

The proposed plan would be consistent with all NPS plans, including the *Memorial Core Draft Transportation Study*, the long-term design for Pennsylvania Avenue, the southside and northside barrier replacement projects, and the interagency initiative for the "Greening of the White House."

IMPACTS OF THE NO-ACTION ALTERNATIVE

Cultural Resources

Impacts on the Cultural Landscape

Analysis

President's Park and the White House would continue to be managed without the benefit of a comprehensive plan to coordinate future development and operations. Overall, the character would continue to appear haphazard, thereby compromising the decorum of the site as the center of the executive branch of government. The potential for additions to the site over the long term could further erode the overall dignity and character of the White House and President's Park.

The southern axial views across the Ellipse to the Washington Monument and the Jefferson Memorial would continue to be impaired for those living in and visiting the White House. Ongoing physical and visual congestion related to parked and moving cars and buses, E Street traffic, and frequent overuse of the Ellipse would contribute to a sense of disorganization and confusion and detract from the decorum of the site.

Resource Conservation and Management. The placement of memorials within President's Park would continue to take place through congressional action or executive order. The Commission of Fine Arts, the National Capital Planning Commission, and the National Park Service would continue to administer the placement of new memorials. The addition of new memorials on the site would potentially detract from the dignity of the site, especially if new memorials were placed within formal and ceremonial vistas.

Commemorative plantings on the White House grounds would continue to be maintained to existing high standards. The continued propagation of culturally or genetically significant plant materials would ensure their continued availability.

Other resources are managed as time and budgets allow. Programs to maintain character-defining features in President's Park, such as tree groves and allées, as well as similar design elements, are limited, and over the long term these features could be lost.

Home and Office of the President. Limited onsite storage and the continual transporting of materials on- and offsite requires daily truck access, with delivery at multiple points on the site. The result is an intrusion on the historic and ceremonial landscape.

Official motorcades would continue to queue up in available paved areas, intruding on the visual character of the site. Motorcade staging and onsite surface parking for senior staff would also detract from the quality of the site.

Deliveries would still be made at multiple surface locations, with off-loading and trash collection functions intruding on formal vistas and entrances, detracting from what is expected to be a dignified area.

The mixing of staff members on official business, delivery vehicles and personnel, and visitors walking around the site at times creates an appearance of confusion and disorganization. This haphazard appearance somewhat compromises the dignity and ceremonial character of the site.

Visitor Use and Services. Visitors would continue to assemble on the Ellipse for White

House tours, moving across E Street in groups of 250. Current volumes of use (5,000 visitors per day, within a two-hour period) would continue to damage turf and vegetation.

The presence of street vendors on 15th and 17th Streets would continue to detract from the dignity and ceremonial value of the site and block sight lines along historic vistas.

Special Events. The use of the White House grounds and President's Park as sites for public celebrations would continue to damage park resources as a result of repeated efforts to set up and take down required infrastructure. Temporary facilities (such as rock drives, fire pits, temporary plantings, and fencing) and the infrastructure associated with large special events would intrude on formal vistas to and from the White House, sometimes for several months at a time. Such facilities would detract from the overall ambience and dignity of the site.

Transportation. Vehicular traffic and parking on Jackson and Madison Places, East and West Executive Avenues, State and Hamilton Places, E Street, and the Ellipse roadways would continue to intrude on the formal setting of the White House and President's Park.

Site Operations. Utility systems would be upgraded on an as-needed basis. Undertaking individual projects could cause long-term detrimental effects. For example, the temporary or permanent installation of overhead wiring, roadways, solar collectors, lighting, monitors, speakers, or similar devices in inappropriate locations could intrude on sight lines to and from the White House and within President's Park.

Not addressing impacts from overuse in a coordinated fashion would contribute to a further deterioration of the site over the long term.

Retaining the steamline across the center of the Ellipse would continue to result in the loss of turf as a result of heat displacement, affecting the visual character of the area.

Offsite maintenance facilities would continue to be used, necessitating the use of onsite facilities such as the Bulfinch gatehouses for storage. These uses compromise the character of these structures.

Conclusion

The cultural landscape of the White House and President's Park, which is expected to be a site that reflects the dignity and authority of the executive branch of government, would continue to be compromised by vehicles parking in all available areas, traffic on E Street that divides the Ellipse from the rest of the park area, hundreds of deliveries made weekly that impart a disorganized appearance, and special events on the Ellipse that intrude on the scene sometimes for months as a result of setup and takedown activities and adverse impacts to the turf. The cultural landscape would continue to include disparate elements that detract from the site's decorum. Future development could further erode the overall dignity and character of the White House and President's Park. Not addressing impacts from overuse in a coordinated fashion would contribute to a further deterioration of the site over the long term.

Impacts on Archeological Resources

Analysis

The presence of archeological resources is likely throughout the White House grounds and President's Park. Specific projects would be undertaken as needed, and adverse effects on archeological resources would be mitigated on a case-by-case basis. It is likely that there

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would be no overall strategy to protect resources, with the possibility that the significance of any resources that were discovered would not be comprehensively interpreted.

The establishment of temporary facilities for large special events, such as rock drives, fire pits, temporary plantings, and fencing, could damage archeological resources in the Ellipse.

Conclusion

Potential archeological resources would not be protected in a comprehensive fashion, with a high likelihood of resource degradation and loss over the long term.

Impacts on Historic Buildings and Structures

Analysis

Home and Office of the President. *Executive Residence* — Limited onsite storage and reliance on offsite facilities, which necessitates repeated deliveries to the site, would cause a greater cumulative impact on the historic fabric of the White House.

Indoor recreation spaces for the first family would remain limited, with the possibility that future requests for additional space would intrude on the historic fabric of the site and over the long term have a cumulative adverse effect on historic resources.

Executive Office Support Services — The continued use of multiple entry points for official visitors to the White House complex would have minimal impacts on resources. Existing minor impacts on stone and metallic resources related to vehicular emissions, along with physical damage to the historic landscape from overparking, would continue.

The likelihood of historic buildings and landscape elements being damaged would continue because of inadequate meeting spaces and overcrowded staff and storage conditions. Currently, various historic rooms at the site are used for meetings. The acoustics are generally poor, and room furnishings and designs were not created to withstand uses associated with meetings and media events. When materials and equipment are brought in, wires have to be run over floors and along walls, increasing the potential for historic resources to be damaged.

The continued use of inadequate parking and loading facilities would result in some damage to building and landscape resources. Large numbers of personnel moving throughout the surface level would continue to cause congestion and crowding, but little actual resource degradation.

New security materials and equipment would potentially affect the site's historic fabric and cultural landscape. The National Park Service and the U.S. Secret Service would continue to discuss ways to mitigate any such effects.

Visitor Use and Services. Continuing to distribute White House public tour tickets at the visitor center in the Commerce Building and to stage tours from the northeast quadrant of the Ellipse would have no effect on historic resources. However, tour activities on the Ellipse would continue to intrude on the character of the Fifteenth Street Financial Historic District, the Pennsylvania Avenue National Historic Site, and the Federal Triangle Historic District. Effects on the 17th Street Historic Area would be minimal because of the distance from the staging area.

Transportation. Traffic in the vicinity of the White House and President's Park, combined with street vending and bus traffic, would continue to contribute to resource degradation through exhaust emissions, airborne pollutants, and traffic vibrations.

Site Operations. Retaining the present site support systems would continue to affect historic structures that are currently being used to accommodate functions for which they were not originally designed, as in the case of the Bulfinch gatehouses, which are used to store gardening equipment and supplies, creating hazards and an attraction for rodents.

Adverse effects from the steamline across the Ellipse (dead turf above the line and steam vents) would have a minimal effect on adjacent historic districts, including the Fifteenth Street Financial Historic District, the Pennsylvania Avenue National Historic Site, the Federal Triangle Historic District, and the Seventeenth Street Historic Area.

Conclusion

This historic fabric of buildings within the complex (including the Old Executive Office Building and the Treasury Building) would continue to be subject to substantial deterioration because of the need to use historic rooms and furnishings for meetings and conferences, to continually move items back and forth to offsite storage facilities, and to store items in inappropriate locations, causing safety concerns. With limited indoor recreation spaces for future first families, requests for additional space could have a cumulative adverse effect on historic resources.

Impacts on Fine and Decorative Arts

Limited onsite storage and reliance on offsite facilities results in items from the White House collection continually being transported back and forth to the site. Fine and decorative art pieces could be damaged during frequent transfers.

When pieces are damaged onsite, they must be shipped to a warehouse for evaluation before being transported to a conservator. Without proper emergency storage and stabilization, damaged pieces can potentially be further damaged during shipment. Any loss of museum pieces is irretrievable.

Natural Resources

Subsoils and Groundwater Considerations

No new underground development would be proposed that would affect or be affected by subsoil and groundwater conditions. Ongoing surface replacement activities (sidewalks and other infrastructure) could require the replacement of some fill with appropriate soils.

Impacts on Water Resources

No change to the quality and quantity of surface or ground waters would occur as a result of ongoing visitor, special event, and Executive Office activities within the study area.

Impacts on Vegetation and Soils

Existing vegetation patterns through the study area would remain, with changes only occurring as a result of existing visitor use and special events, minor construction projects, and natural mortality of individual plants. The number and location of special events and the current White House tour program would continue to provide substantial stress on the trees, soils, and turf of the Ellipse.

Soil degradation due to intense use would continue to affect plant materials and drain-

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age. Resources such as the American elms on the Ellipse would receive attention in accordance with the best current management practices but only to solve immediate problems and would include such methods as spraying, selective removal of individual trees, and substitution of hybrid breeds as they became available.

The steamline would continue to affect turf across the center of the Ellipse throughout the year.

Home and Office of the President

Impacts on Executive Residence Operations

Analysis

Indoor Recreation Space. Informal, indoor recreation space within the secured White House complex would continue to be limited. Future first families would have to go outside the White House for these opportunities, and security precautions at these facilities would affect others' use of such facilities. Future first families with young children could find the White House a difficult space in which to rear children.

Privacy. Staff would continue to move through the lower floors of the Executive Residence during the day, infringing somewhat on privacy for the first family. The need to go outside the White House for recreational opportunities would also limit privacy for the first family.

Storage. The lack of storage would continue to require that furnishings, materials, and supplies used frequently in the Executive Residence be stored offsite and brought into the complex when needed. These repeated operations would be inefficient and costly in terms of staff time, transportation logistics, and security checks. Corridors, stairwells, work spaces, and other inappropriate locations in the White House would continue to be used to store items, creating unsafe situations for staff moving through these areas and making it difficult to retrieve supplies. A lack of work space would continue to affect the efficiency of Executive Residence operations.

Public Access. As described for the proposed plan, the desire for public access to the White House would continue, and multiple uses of the site would have to be coordinated to allow public tours.

Conclusion

Existing problems within the Executive Residence related to privacy and onsite amenities for future first families would continue. The lack of adequate onsite storage space would still cause safety hazards, result in the costly movement of supplies and furniture, and the inappropriate use of existing space.

Impacts on Executive Office Support Services

Analysis

Visitor Arrivals. Thousands of diplomatic and business visitors enter the White House complex each year and thousands of individuals attend meetings and events inside the area. Visitors would continue to enter the complex at multiple access points and be greeted at entrances to the East and West Wings and at the north and south porticos.

Meeting Space. Meetings that could not be accommodated in existing meeting rooms would probably continue to be held in historic rooms at the site. Poor acoustics, the lack of infrastructure for state-of-the-art communications systems (such as audiovisual and teleconferencing equipment), and the lack of space would make it difficult to accommodate existing needs. Finding appropriate meeting space would continue to be a problem for staff at the site.

Parking. Vehicles used by senior staff and diplomats would continue to be parked on East and West Executive Avenues, State and Hamilton Places, and other street locations, causing congestion for pedestrians and vehicular traffic. Staff parking would be near the White House, but no protection from inclement weather would be provided. Parked vehicles would still result in conflicts with deliveries. Presidential motorcades would continue to be staged throughout the site.

Parking for other staff would continue to be provided on the Ellipse roadways and adjacent streets, with staff sometimes competing for limited parking spaces. Staff vehicles would still be the target of some vandalism and damage.

Deliveries. Daily deliveries would continue at various surface locations, resulting in conflicts between delivery trucks, parked vehicles, pedestrians, and service equipment within the White House complex. After being unloaded, items would be moved about the site by way of common spaces used by the first family, staff, business visitors, and vehicles, causing additional conflicts and congestion.

Site Circulation. Staff would use present access corridors to move about the site, including the ground floor of the White House. The storage of items in offices, corridors, and alleyways would impede circulation and cause unsafe conditions. Staff use of the ground floor of the residence would impact public tours and contribute to congestion and crowding.

Conclusion

Physical and visual congestion at the White House and President's Park by vehicles and the movement of materials and staff through public and private areas would continue to contribute to a feeling of disorganization and confusion throughout the White House complex.

Meetings that could not be accommodated in limited meeting rooms would likely be held in historic rooms throughout the site, which have poor acoustics and lack appropriate infrastructure.

Impacts on News Media Facilities

Analysis

The existing presidential briefing facilities and media work space would be used. These areas are extremely crowded and utilities are inadequate for existing needs. Work space is poor, and there is no space to store broadcast equipment, so any temporarily vacant spaces, as well as entrances and exits, are used to store equipment, causing safety concerns. Out-of-town and international press representatives cannot be accommodated.

Conclusion

News media facilities would remain overcrowded and utilities inadequate.

Visitor Experience

Impacts on Diplomatic and Business Visitors

Diplomatic and business visitors to the White House would find no change in their experiences. Visitors could continue to enter the

West Wing on the surface, while their vehicles would park on West Executive Avenue. Visitors could notice a lack of consistency in design elements used throughout President's Park and the White House. Vehicle parking on the White House grounds would intrude on the formality of the setting.

Impacts on Public Visitors

Analysis

Initial Impressions. The expectations of first-time visitors to President's Park would probably continue to be compromised by the presence of vendors along curb lines, by vehicles parked throughout the area, and by the inconsistent use of materials on the site. Buses parked within sight lines to and from the White House would detract from the visitor experience by blocking views, creating noise, emitting diesel fumes, and compromising the site's dignity and ceremonial value. There would be no sense of arrival for visitors, signifying that they were in a special, historic place.

Information/Orientation. Visitors would continue to receive limited information in advance about the White House and public tours. There would be no welcoming or orientation points for visitors as they entered President's Park. Information in other languages would continue to be limited.

Visitor Center. The present visitor center in the Commerce Building would provide limited space for exhibits and visitor orientation prior to White House tours. White House Historical Association sales items would still be offered, making it easy for visitors to buy educational materials.

Visitors who could not participate in the White House public tours would be able to view limited exhibits about the White House and the presidency in the visitor center.

Interpretation and Education. Present educational materials and programs would offer visitors minimal opportunities to learn about the site and its historical significance. Outreach programs would be restricted.

White House Tours. Visitors taking public tours of the White House would continue to be exposed to traffic hazards as they crossed 15th Street and E Street, walking from the visitor center in the Commerce Building to the visitor entrance building. While waiting for tours to begin, visitors would continue to queue up out of doors on the Ellipse regardless of weather conditions. Mobility-impaired visitors would still use the northeast gate and enter the White House through the north portico.

Public Amenities. Few public amenities would be available. Those that are offered would still have an inappropriate or temporary appearance, such as the blue plastic water fountains.

Conclusion

Expectations of first-time visitors to President's Park would probably be compromised by activities and uses that do not reflect the dignity of the site. Information about activities and White House tours would be somewhat hard for visitors to find, especially after the visitor center in the Commerce Building had closed. While the visitor center would help meet information and interpretive needs, space would be inadequate for indoor staging of public White House tours or for extensively interpreting the significance of the site and the history of the presidency.

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Impacts on Pedestrians

Analysis

Pedestrians entering President's Park from the north would cross H Street and walk through Lafayette Park or along Jackson or Madison Place. Pedestrians would encounter a constant flow of visitors and commuters but no heavy crowded or congested conditions.

Pedestrians entering the site from Hamilton Place south of the Treasury Building and from State Place south of the Old Executive Office Building would encounter parked vehicles, the continual movement of staff cars and service trucks, narrow traffic lanes, and security barriers. Pedestrian use along East Executive Park would continue to be especially heavy in the morning due to access by local residents, staff, casual visitors, and tourists waiting in line for White House tours. West Executive Avenue would not be open to the public.

E Street would continue to be a major obstacle for pedestrian movements as a result of two traffic lanes. Mid-block traffic signals east of 15th and west of 17th Street help pedestrians cross the street, particularly tourist groups of 250 people (from 10 A.M. to noon), but the short timing sequence usually does not allow all pedestrians to cross safely. One-third of pedestrian crossings would continue to occur outside the crosswalks, and pedestrian/traffic conflicts on E Street would continue.

Pedestrians crossing the south side of the park from any direction would still have to contend with parked vehicles and traffic along the roadways.

Conclusion

Present barriers to pedestrian movements to and through the site, including traffic and parked vehicles, would remain.

Impacts on Local Residents

Passive and active recreational uses would be allowed to continue on the Ellipse.

Noise Impacts

The main noise source would continue to be traffic. Noise levels resulting from activities in President's Park would be similar to present noise levels. Short-term noise impacts associated with individual construction projects would continue. No new permanent noise sources would be created.

Special Events

Impacts on Public Events

Various special events, some of which would occur over long periods of time, would continue within President's Park, particularly on the Ellipse. Depending on the intensity of events and their duration, the time it takes the site to recover after events could be lengthy.

The annual Pageant of Peace would continue in its current setup in the northeast center of the Ellipse. Setup would begin in October, with dismantling and restoration of the turf sometimes taking until May or potentially longer. Conflicts between pageant dismantling activities and public tour operations starting on the Ellipse in March would also continue. The possibility of staging other events on the Ellipse would be limited by the prolonged removal of infrastructure for the pageant.

Impacts on White House Events

Storage and work space to prepare for events would remain limited. Many event-related items would be stored offsite and shuttled to and from the White House as needed. Many use conflicts, such as multiple deliveries and inadequate work spaces, would create logistical problems in preparing for and staging events.

Utilities would likely be upgraded, where feasible, to support the many functions at the White House.

Staging for garden and Christmas candlelight tours would continue outside the visitor entrance building and around the south fence. No protection from inclement weather would be available. The Ellipse would continue to be available for staging activities associated with the Easter egg roll.

Transportation

Impacts on Access and Circulation

Under the no-action alternative E Street would remain a one-way eastbound street, and no changes are anticipated to the downtown street system. As described in the "Affected Environment," eastbound Constitution Avenue operates under capacity (LOS C or better) throughout the day. In the morning peak period both H and L Streets operate slightly under capacity, and K Street at capacity. Within President's Park, E Street operates under capacity during the morning peak period. In the afternoon peak period, E, H, K, and L Streets all operate either at or over capacity, resulting in slow speeds and stopped delays. Except for I Street, the westbound streets, including Constitution, K, and M, all operate under capacity during both the morning and afternoon peak periods. I street operates over capacity during both periods.

The northbound segments of 17th Street between Constitution Avenue and State Place, 15th Street north of Pennsylvania Avenue, and 14th Street between Pennsylvania Avenue South and New York Avenue operate over capacity in the morning peak period. In the afternoon peak period, north-south streets in both directions generally operate under capacity between Pennsylvania Avenue and Constitution Avenue. North of Pennsylvania Avenue, only the southbound segments operate at or over capacity.

Temporary closures of E Street for special events, dignitaries' arrivals or departures, and presidential movements would continue. The trend in recent years is that these temporary closures are occurring more frequently. Based on this trend, it is likely that E Street would be closed more and more often, causing greater traffic congestion on adjacent streets as drivers tried to find alternate routes.

Impacts on Public Parking

There would be no changes to the existing on-street parking supply. The public would continue to search for parking because existing on-street parking is limited.

Impacts on Public Transit

The Metrorail stations would not be impacted by President's Park activities, nor would the Metrobus terminals, bus stops, routes or operations.

Impacts on Tour Buses

Tour buses would continue their present use of the site, with some parking within sight lines of the White House and causing obstacles for pedestrians and traffic. Since parking for tour buses is limited, buses would continue to park in nondesignated spaces or circulate, contributing to traffic congestion and exhaust emissions. As described for the proposed plan, future planning by both the District of Columbia and the National Capital Planning Commission to coordinate mass transit proposals and centralized tour bus parking locations outside the downtown area would help reduce tour bus impacts within and near President's Park.

Tour buses could continue offering drive-by views of the White House along E and H Streets.

Impacts on the Tourmobile

Continued operation of the Tourmobile on existing routes would not affect traffic circulation on the site and would be a convenient means of transportation for tourists within the Memorial Core.

Impacts on Bicyclists

There would be no impacts to the regional or D.C. bicycle route system. Conditions for bicyclists in the study area would not change. Except for Pennsylvania Avenue, bicyclists would travel on streets with traffic.

Socioeconomic Environment

Impacts on D.C. Revenues

Parking Revenues. No parking meter spaces would be removed, therefore there would be no impact to D.C. parking revenues.

Vendor Revenues. No vendor spaces would be removed, therefore there would be no impact to D.C. vendor license and sales tax revenues.

Impacts on Vendors

Vendor spaces would remain so there would be no loss of vendors' jobs or business revenue.

Impacts on Local Businesses

Parking spaces along 17th Street, 15th Street, and E Street would remain, and the parking supply available for leases would not change. Therefore, parking available to businesses and agencies would not change.

Construction Impacts

There would be no economic impacts associated with construction under this alternative other than minor benefits from ongoing facility maintenance or upgrades (such as those related to the "Greening of the White House").

Site Management and Operations

Impacts on Site Operations

Residence and business arrivals would have minimal effects on site operations.

Using historic rooms in the White House, the Old Executive Office Building, and the Treasury Building for meetings would require staff time to set rooms up, to transport equipment and materials to and from offsite storage areas, and to put rooms back in order.

To ensure the protection of significant resources throughout President's Park, an increase in staff could be required. While the White House grounds are always maintained to the highest possible standards, insufficient staffing and operating funds have precluded comparable maintenance practices in Lafayette Park and the Ellipse.

Impacts on Maintenance

The efficiency of maintenance operations within President's Park would continue to be affected by the offsite location of key support services and storage for large equipment and bulk materials. Travel times to and from off-site supply bases would reduce efficiency. Managerial and administrative staff and storage for small equipment and supplies would still be distributed in several different facilities throughout President's Park.

Maintenance equipment materials and supplies for the White House grounds would continue to be housed in a facility that is often inadequate for maintenance operations.

Impacts on Utilities

Utility systems throughout the site would be upgraded as needed. Existing utility corridors would be affected by individual construction projects throughout President's Park.

Irreversible and Irretrievable Commitments of Resources

Arrangements for staging White House public tours — queuing on the Ellipse, traffic conflicts while crossing E Street, and exposure to poor weather — could continue to detract from the overall experience of a site visit. A less than satisfactory White House tour experience would be an irretrievable loss of time, energy, and money spent by visitors, particularly those from outside the region.

Allowing surface parking within the White House complex and President's Park would continue to deprive the public of opportunities to view the landscape as it was intended to be seen by the original designers and cause conflicts with numerous site users.

Cumulative Impacts

Continuing existing conditions for visitors to the White House and President's Park would do nothing to improve the overall experience for visitors to Washington. For a more complete understanding of the history of the presidency, visitors would have to visit numerous sites, such as the Smithsonian Institution museums and individual presidential sites.

Relationship to Other Plans and Efforts

Many management strategies and current elements within President's Park would continue to be inconsistent with the elements and objectives of other plans (listed in "Relationship of this Document to Other Plans and Efforts"). E Street would continue to divide the historic landscape. Cars would continue to be parked within historic vistas. These actions are not consistent with the "Preservation and Historic Feature" element of the *Comprehensive Plan for the National Capital*. Because of parked cars, continued conflicts between vehicles and pedestrians would occur daily, and a pedestrian-friendly environment would not prevail.

Retaining E Street as a one-way eastbound street would be consistent with NCPC's *Extending the Legacy* plan, which identified E Street as a secondary connector in the city's transportation system.

IMPACTS OF ALTERNATIVE 1

Cultural Resources

Impacts on the Cultural Landscape

Analysis

Removing parked vehicles within President's Park would improve the quality of vistas across the Ellipse area to the Washington Monument and the Jefferson Memorial as seen from the White House or the south grounds. However, making E Street a four-lane roadway, without landscaped medians, would intrude on the decorum of the site and would further separate President's Park from the Ellipse area.

As described for the proposed plan, establishing formal entryways would introduce new architectural elements to the site and focus visitor traffic at these points. Implementing *Design Guidelines* for the site would help ensure that design elements and materials were consistent throughout the site, helping create a unified character for the White House and President's Park.

Similar to the proposed plan, historic views could temporarily be affected by the storage of construction equipment, supplies, and structures. More construction would occur under this alternative than under the proposed plan. Vistas to the north and south would be intruded upon by parking garage and visitor center construction, although not at the same time.

Resource Management. No additional memorials within President's Park would be encouraged, helping minimize any additional intrusions on existing views.

Home and Office of the President. As described for the proposed plan, constructing a new 290-space parking structure under Pennsylvania Avenue and an 850-space structure underground on the Ellipse would allow the removal of surface parking. However, access portals on the north end of West Executive Avenue and on the south side of the Ellipse, as well as traffic entering and leaving the garages, would be new intrusions on historic and formal vistas to and from the White House. Locating pedestrian access points to the Ellipse parking south of E Street would avoid any potential impacts on First Division Monument and Sherman Park. Ventilation systems, pedestrian access points, and emergency exits would need to be designed to minimize any additional adverse effects on the landscape.

Under this alternative building a 170-space parking facility under the south plaza of the Treasury Building (a national historic landmark) would require entrance and exit portals within the right-of-way for Hamilton Place, intruding on the historic south approach to this historic structure. It would be impossible to completely screen the portals, and they would be a new visual intrusion on the landscape.

As described for the proposed plan, a new meeting/conference facility under West Executive Avenue would be adjacent to the Old Executive Office Building (a national historic landmark), and the northside parking garage would be adjacent to the Lafayette Square National Historic Landmark District and near the Treasury Building. Under this alternative the Ellipse and eastside parking facilities would potentially affect the setting of nearby historic structures and districts, including the Old Executive Office Building, Treasury Building,

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Fifteenth Street Financial Historic District, Pennsylvania Avenue National Historic Site, Federal Triangle Historic District, and Seventeenth Street Historic Area. Potential impacts from construction on the settings of these historic resources would need to be mitigated through sensitive design. There would be more potential intrusions on President's Park South under this alternative than any other.

Constructing a staff circulation corridor along the north side of the White House, as described for the proposed plan, would put two fern-leaf beeches near the west wing (one planted by President Johnson in 1968, and one by President Nixon in 1972) at risk.

Also, an estimated 24 trees on the Ellipse would be permanently lost as a result of constructing the parking facility, utilities, and pedestrian and vehicular corridors. Depending on the method of construction (tunneling or surface excavation), up to 31 additional trees could be at risk. These trees contribute to the present character of the Ellipse, and the loss would be an adverse effect on the cultural landscape.

The redesign of West Executive Avenue would be handled in such a way as to retain the general character of a roadway.

Providing deliveries at a renovated facility in the New Executive Office Building, with underground deliveries to the White House complex, would reduce surface activities and improve the appearance and decorum of the site as both an executive office and residence.

As described for the proposed plan, redesigning the present NPS grounds maintenance facility on the south grounds of the White House would affect the landscape during construction, but proper design would mitigate any adverse visual effects.

Visitor Use and Services. An underground visitor center on the Ellipse would serve large numbers of visitors and would require a large entrance area. The entrance would add an architectural element to the site, potentially intruding on the landscape and compromising the formal nature and dignity of the space. The settings of adjacent historic structures and districts, including the Fifteenth Street Financial Historic District, the Pennsylvania Avenue National Historic Site, and the Federal Triangle Historic District, could be affected.

Visitors would enter the White House visitor entrance building directly from the visitor center, requiring a redesign for this facility to accommodate an escalator, a stairway, and an elevator. Any redesign would need to ensure that the design complemented the present site character.

An E Street pedestrian underpass to Lily Triangle would require this location to be redesigned and the construction of an entry portal. The effect of the entry portal could be mitigated by design and placement.

Public recreation would be continued on the Ellipse, but passive activities would be encouraged, helping preserve the park's formal and ceremonial vistas.

Special Events. Events would be scheduled that reflect the dignity and purpose of the White House and President's Park. Reducing the scale of events would help protect formal vistas and enhance the dignity of the area. Dispersing events around the Ellipse would allow additional time for turf and garden areas to recover from previous events, contributing to an overall improvement in the appearance of President's Park South.

Transportation. Making E Street a four-lane thoroughfare through President's Park would substantially compromise the formal setting of the entire area, separating what designers perceived of as an integrated site into two distinct parcels. The Ellipse could be at greater risk for inappropriate uses because it

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would not be perceived as related to the White House and President's Park. Park lands would be lost through a widening of E Street. Properties on the National Register of Historic Places between 17th and 18th Streets would be compromised as a result of widening E Street. Noise from four lanes of traffic could detract from the formal setting of President's Park and nearby historic districts.

As described for the proposed plan, preparing a future citywide tour bus management plan (in cooperation with the National Capital Planning Commission and the District of Columbia) and designating tour bus passenger dropoff and pickup points would eliminate bus parking within historic sight lines and lessen traffic noise and confusion.

Conclusion

Impacts would be similar to those described for the proposed plan except for the following:

- A new entry to a belowground visitor center on the Ellipse and entrance portals to a parking/delivery facility south of the Treasury Building, as well as to an Ellipse parking and maintenance facility, would permanently intrude on formal vistas. Once these facilities were in place, incompatible activities on the surface would be reduced, but there would be more new intrusions on the southern portion of the park under this alternative than any other. Two commemorative plantings on the White House grounds could be damaged or lost as a result of construction.

- Making E Street a four-lane roadway would substantially compromise the character of the entire area and divide the Ellipse from the rest of the park. Park lands would be used to widen the street.

Impacts on Archeological Resources

Analysis

As described for the proposed plan, archeological resources would be protected overall through an organized program for surveying, testing, and recording archeological resources, preparing a survey for the property, and making the collection available for study by scholars.

Actions under this alternative that could affect archeological resources include (1) a meeting/conference facility under West Executive Avenue, a 290-vehicle parking garage under Pennsylvania Avenue, and an 850-space parking garage and 4,000-square-foot maintenance facility beneath the Ellipse (all the same as the proposed plan), (2) first family recreation space and news media facilities under West Executive Avenue, (3) a 66,000-square-foot visitor center under the northeast section of the Ellipse, (4) a 170-space parking/delivery facility beneath the south plaza of the Treasury Building, (5) nine underground pedestrian, vehicle, and service corridors, and (6) a rerouted Ellipse steamline (the same as the proposed plan). As described for the proposed plan, any disturbance of archeological resources during excavations could be mitigated through survey, monitoring, and recordation. However, disturbance would be substantial, and mitigation would be both expensive and time consuming.

Conclusion

More archeological resources would be subject to disturbance under this alternative than any other alternative. Any disturbance could be mitigated through survey, monitoring, and recordation; however, given the extent of disturbance, mitigation could be time consuming and costly.

Impacts on Historic Buildings and Structures

Analysis

Home and Office of the President. *Executive Residence* — As described for the proposed plan, providing indoor recreation space for the first family would help meet existing needs and minimize the potential for future impacts on historic resources and the surrounding cultural landscape. Through proper redesign of the present NPS grounds maintenance facility on the south grounds of the White House, visual effects from the facility on the cultural landscape could be mitigated.

Executive Office Support Services — The following impacts would be the same as those described for the proposed plan:

- A new underground facility for meetings would relieve some impacts on historic resources by offering an alternative location for these activities and focusing events at one location. The proposed development beneath West Executive Avenue would be adjacent to two national historic landmarks — the Old Executive Office Building and Lafayette Square National Historic Landmark District. Any potential impacts would need to be mitigated through sensitive design.
- Garage air and filtering systems in underground parking facilities would lessen the potential for some air pollution and airborne pollutant damage to stone and metallic resources. Impacts related to traffic on the site, including motorcades and security vehicles, would be minimal.
- Security measures would continue to have effects on cultural resources, including the cultural landscape, by the placement of material and equipment in the landscape and potentially affecting the historic fabric of the White House. Mitigations for effects would be developed through a continuing dialogue between the National Park Service and the U.S. Secret Service.

Under this alternative constructing a 170-space parking facility under the south plaza of Treasury Building (a national historic landmark) could affect this structure's foundation. The foundations date from 1836–60 and vary from concrete to rubble to wood pilings. Possible effects that would have to be mitigated include dewatering problems and other stability questions. Parking garage portals south of the Treasury Building would be permanent new intrusions on the historic landscape.

News Media — Similar to the proposed plan, developing news media facilities below West Executive Avenue would help reduce resource degradation by providing wider corridors for circulation and increasing work space.

Visitor Use and Services. The entrance to a visitor center in the northeast portion of the Ellipse would be within sight of the Treasury Building, and potential impacts on the historic setting would need to be mitigated through sensitive design.

Transportation. Widening E Street to four lanes would require the use of an undetermined amount of park property in President's Park South.

Site Operations. Providing an onsite maintenance facility for President's Park would eliminate the need to use historic structures (such as the Bulfinch gatehouses) in inappropriate ways.

Conclusion

The following impacts would be similar to the proposed plan:

- A more proactive resource management program for historic buildings and structures would help ensure the continued protection of the historic fabric of nationally significant resources. Providing new facilities for meetings would help relieve the overuse of historic rooms and the subsequent deterioration of historic fabric.
- An onsite maintenance facility for President's Park would eliminate inappropriate uses of historic structures.
- Security measures would continue to affect historic buildings and structures, but adverse effects could be mitigated by continued consultation between cultural resource and security agencies.

Under this alternative constructing a parking garage under the south plaza of the Treasury Building could result in foundation dewatering problems and other stability questions. Garage entrance portals, portals to an E Street underpass at Lily Triangle, and an entrance to a visitor center in the northeast portion of the Ellipse would be permanent intrusions on the historic setting of the Treasury Building and within sight of nearby historic districts. Potential impacts would need to be mitigated through sensitive design.

Impacts on Fine and Decorative Arts

As described for the proposed plan, providing proper emergency storage and stabilization facilities for the White House museum collection would help ensure that valuable pieces would be protected from damage or loss. This facility would also allow some pieces to be kept onsite, reducing the potential for damage during shipment.

Natural Resources

As described for the proposed plan, the construction of new belowground facilities could affect and be affected by subsoil and groundwater conditions within the study area. Construction could also cause changes in vegetation patterns. Appendix E lists the proposed construction method (cut/cover or tunneling) for each underground structure. Vegetation and soil mitigation measures that would be employed during construction to protect vegetation are outlined in the "Mitigating Measures" section.

Also as described for the proposed plan, many of the facilities have only been conceptually designed. When final designs were undertaken (once a proposed plan has been approved and funding acquired), an environmental assessment would be conducted (1) to analyze site-specific impacts, (2) to ensure that all facilities and design details are in concurrence with the proposals and guidelines presented in this document, and (3) to identify measures to minimize or mitigate impacts to all resources and site activities.

Geotechnical Considerations: Soils and Groundwater

Analysis

Geotechnical site constraints would be generally the same as those outlined for the proposed plan. Particular structures that could be affected by subsurface conditions include the staff parking garage and visitor center, both of which would be under the Ellipse. All or a portion of the existing fill in the two construction areas might have to be replaced with properly compacted structural fill, and even though conventional cut-and-cover construction techniques would be suitable, site conditions could require that the excavations be shored. A permanent drain or dewatering

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system might need to be installed to control groundwater both during and after construction. The structures would also need to be designed for hydrostatic uplift.

Tunneling in the natural clayey silts and silts might be feasible in areas such as the E Street underpass. However, site-specific investigations should be conducted at this location to determine if the existing fill materials could sustain tunneling operations.

As suggested for the proposed plan, additional soil borings and monitoring wells would be required throughout the study area before the final design of any proposed underground structures. Hazardous materials investigations would also be conducted, as described for the proposed plan.

Conclusion

As described for the proposed plan, all proposed underground structures would be feasible, given known geotechnical characteristics (see the proposed plan for specific requirements). Where information is incomplete, site-specific studies would be required during design development, such as additional soil borings, groundwater monitoring wells, and hazardous materials investigations.

Impacts on Water Resources

Surface Water

Analysis. Even though the amount of development would be greater under this alternative than the proposed plan, there should be no noticeable permanent change in the volume of stormwater runoff over the short or long term. Appropriate stormwater management practices and erosion control measures would be implemented in the design and construction of both surface and underground structures. The reduction in aboveground parking on the Ellipse and West Executive Avenue would reduce the amount of oil, gas, and other wastes that would enter the stormwater system through runoff.

Conclusion. As described for the proposed plan, no long-term changes in stormwater volumes or effects on surface water quantity or quality are anticipated.

Groundwater

Analysis. As noted in the geotechnical evaluation, the development of a parking garage and visitor center under the Ellipse could require a permanent drain or dewatering system. Such a system could potentially lower the local groundwater table. Further groundwater studies, in the form of research and groundwater monitoring wells, would be required before design development.

Conclusion. Groundwater quantity and quality would probably not be affected by proposed structures. Thorough, site-specific groundwater wells and testing would be conducted before any construction to ensure that effects would be minimized.

Impacts on Vegetation and Soils

Analysis

As discussed for the proposed plan, any trees or shrubs removed or lost during construction would be replaced in kind with stock from an NPS nursery or other cooperating horticultural institutions; however, the plants would likely vary in size from existing vegetation. Some trees would be permanently lost and not replaced. Damage to commemorative trees would be avoided where possible.

White House Grounds and West Executive Avenue. The excavations on the White House grounds would be similar to those described

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under the proposed plan, although less in number because functions such as news media facilities and potentially first family recreation space would be moved.

The development under West Executive Avenue would require the removal of many of the trees along the avenue — approximately 15 oaks and 2 saucer magnolias.

Constructing a staff circulation corridor along the north side of the White House and redesigning the grounds maintenance facility on the south grounds would have the same impacts as described under the proposed plan. Two commemorative plantings and approximately 18 other trees on the north grounds would be at risk during construction. In and adjacent to the existing maintenance facility on the south grounds care would be taken to preserve the Children's Garden and the bald cypresses (planted prior to 1900).

East Executive and Sherman Parks. A large area would be excavated under East Executive Park and the south plaza of the Treasury Building. The eastside parking and delivery facility and the pedestrian corridor from the visitor center would put approximately four large, mature willow oaks in Sherman Park at risk and would require the removal of several willow oaks, Allegheny serviceberry, and saucer magnolias from East Executive Park and the west side of the Treasury Building.

Lafayette Park. Impacts on Lafayette Park would be the same as described for the proposed plan. Development under Jackson Place or Pennsylvania Avenue would not affect vegetation within the park. Some street plantings along the west side of Jackson Place could be removed or at risk during construction; however, activities would be limited to the street if possible.

Ellipse. Constructing the White House visitor center and museum underneath the northeast panel of the Ellipse would require the temporary removal of approximately 21 trees (13 American elms plus Norway maples, bald cypresses, American lindens or basswood, and magnolias). The majority of elms line the northeast dog leg and the adjacent section of the Ellipse Drive. As discussed for the proposed plan, placing the entrance portals for the staff parking facility at the southern end of the Ellipse would require the permanent removal of approximately 13 elms along the north and south sides of the Ellipse Drive near 16th Street. The underground pedestrian corridor on the northwest end of the Ellipse would require the temporary removal of between two and six American elms and up to 25 other trees, depending on the construction method (tunneling or cut-and-cover) and the location of the corridor and its access points. Although trees that were temporarily removed could be replaced after construction, the replacement stock would be younger and much smaller than existing trees.

Dewatering activities could be required during the construction of the visitor center and Ellipse parking facility. Soil moisture would be monitored both during and after construction, and the capability to water the trees would be required in the event moisture sensors indicated a threatening decline in soil moisture.

Staging White House tours from the Ellipse visitor center would eliminate current damage to both soils and turf on the surface of the Ellipse caused by people assembling for tours. However, soil compaction and turf damage would most likely continue to occur in and around the Ellipse's northeast panel because of visitors congregating in and around the new visitor center. Special events would be rotated around the Ellipse to more evenly distribute event-related soil and turf impacts. Realigning the existing steamline would stop impacts on turf across the center of the Ellipse.

Changes would also occur to the Lily Triangle area, where the E Street underpass would emerge. Nearby resources could be impacted by the large numbers of people using the underpass and creating informal pathways and shortcuts to the underpass entrances.

Conclusion

Potential impacts to vegetation and soils would be similar to the proposed plan, although slightly greater in magnitude because of the underground visitor center on the Ellipse and an eastside parking/delivery structure. During construction, about 49 trees would be removed: 17 on West Executive Avenue and 32 on the Ellipse. Most of these would be replaced after construction; however, permanently removing 13 American elms on the Ellipse would result in a 6% reduction of this species on the Ellipse. Approximately 58 trees would be at risk during construction: 25 trees on the White House grounds (including 2 commemorative trees, representing 5% of these historic plantings) and up to 33 trees on the Ellipse, depending on the location of the visitor center and the method of pedestrian corridor construction. Construction methods would be carefully chosen, and vegetation and soil mitigation measures would be applied during construction to preserve trees where feasible and cost-effective.

Home and Office of the President

Impacts on Executive Residence Operations

Analysis

As described for the proposed plan, noise from construction and the visibility of construction activities could intrude on peace and quiet for the first family. Measures to minimize disruptions would be identified before any construction was initiated.

Indoor Recreation Space. Similar to the proposed plan, approximately 3,000 square feet of indoor, multipurpose recreation space would provide for a number of activities for the first family close to the Executive Residence. This type of space would help provide flexibility for future first family needs and offer a greater sense of normal living conditions for both children and adults. (Outdoor recreation space on the south grounds would continue to be available.).

Privacy. Proposed pedestrian/service corridors belowground along the north side of the White House would eliminate staff and business visitor movements through the ground level of the Executive Residence, providing additional privacy for the first family. However, recreation space for the family would not be accessible from the private quarters; family members would still need to use corridors used by staff and visitors.

Storage. Providing a 10,000-square-foot storage area under West Executive Avenue in conjunction with recreation space, meeting/conference space, and a news media facility, would allow frequently used furnishings, equipment, and supplies to be stored onsite. As described for the proposed plan, this would preclude the need to constantly move these items back and forth between offsite storage facilities and the White House complex. Removing materials, equipment, and furniture now stored in corridors and work areas would reduce safety hazards and improve work space usage. Spaces within the Executive Residence now used for storage could be considered for other uses. Compared to the proposed plan, the storage location under West Executive Avenue would not be as accessible to residence staff and could interfere with other residence functions, such as deliveries, because a common corridor would be used.

Public Access. Similar to the proposed plan, public access to the White House would have to be balanced with other uses and functions on the site, including the first family's need for privacy and the use of the White House for presidential functions and business. As at present, public tours could be interrupted or canceled because of state functions and presidential business.

Conclusion

As described for the proposed plan, providing new space for indoor recreation and a separate, belowground staff circulation corridor would have positive benefits by providing flexibility and informal space for future first families, especially those with children, and by providing additional privacy. The first family's need for privacy would continue to be balanced with the public's need for access to the White House.

New storage space would increase the efficiency of Executive Residence operations and allow existing space being used for temporary storage to be returned to more appropriate uses. The use of the West Executive Avenue storage facility could interfere with other residence functions, such as deliveries, because a common corridor would be used.

Impacts on Executive Office Support Services

Analysis

Visitor Arrivals. Diplomatic and business visitors entering the White House complex would continue to be received at present locations. As described for the proposed plan, new facilities below West Executive Avenue would provide an additional entrance point, particularly for attendees at meetings and conferences. Some access, although less formal, would be available from the eastside parking facility as well.

Meeting/Conference Space. As described for the proposed plan, providing meeting/conference space belowground next to the West Wing would make it more efficient for presidential staff to prepare for and host conferences. Utilities would be provided for the most effective communication needs, such as video- and teleconferencing.

Parking. As described for the proposed plan and summarized below, providing 1,140 replacement parking spaces for staff, as well as diplomatic and business visitors, would minimize inconvenience for employees and would be easily accessible and secure.

- A 290-space parking facility for motorcades, diplomats, and senior staff under Pennsylvania Avenue would be immediately accessible to the White House, would protect visitors, staff, and drivers from inclement weather, and would facilitate the staging of motorcades.
- An 850-space parking facility beneath the Ellipse would provide direct, secure access to the complex 24 hours a day (an 8- to 10-minute walk), protection from inclement weather, and the elimination of theft and damage that has occurred to cars parked on Ellipse roadways. Staff would cross E Street either at 17th Street or use the pedestrian underpass from the visitor center (the underpass would mix staff and public use, which could be inconvenient for some staff members). So that proposed actions on the Ellipse could be implemented in the early phases of the plan, surface parking on the Ellipse would be removed during the first phase of implementation.

Under this alternative providing an additional 170 parking spaces under the south plaza of the Treasury Building (with access by way of

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15th Street) would allow flexibility in meeting the various business and special event needs at the White House, ranging from small meetings to large state events. This parking would be in addition to the replacement of existing spaces and would increase onsite spaces available to Executive Office staff.

Pending the completion of parking facilities under Pennsylvania Avenue, south of the Treasury Building, and under the Ellipse, offsite staff parking spaces within a 10 minute walk of the White House complex would be leased. All access to the White House would be retained for flexibility.

As described for the proposed plan, providing parking for White House staff (in leased parking spaces over the short term and in new federal facilities over the long term) would likely increase parking costs for employees beginning the fourth year after the plan is approved. In accordance with current federal policies, parking costs are paid by employees. Monthly leased parking rates for the downtown D.C. area in 1996 averaged $146.

Deliveries. Providing for deliveries through the New Executive Office Building on the west side of the White House complex and in the new underground facility south of the Treasury Building on the east would minimize congestion created by current delivery operations on the surface. Deliveries within the site would be made through separate underground service corridors, reducing conflicts with other activities onsite, particularly on the surface. The addition of the eastside facility would minimize the distance that materials would have to be moved across the site because deliveries could be scheduled at the facility nearest the final destination. Given the number of weekly deliveries (between 500 and 600, with substantially more deliveries during peak periods), two facilities would make deliveries more efficient and would provide an alternative facility in the event that one site was closed for maintenance or was being used for special events. Some surface deliveries, especially for large items, would continue to be made throughout the White House complex.

The eastside facility would be outside the White House complex and would require additional security staff and expenditures. Also, an eastside facility would minimize conflicts that occur now between delivery trucks and moving and parked vehicles, pedestrians, and equipment, particularly along East Executive Park and in the Treasury moat. Some conflict with staff cars could occur within the garage because cars and delivery trucks would use the same portal for access.

Staff Functions. As described for the proposed plan, providing underground pedestrian and service corridors would reduce conflicts with other activities and remove the need for staff to use the ground floor of the White House as a corridor.

Providing better information and orientation for visitors as they enter President's Park would reduce the time spent by personnel at the gatehouses answering questions.

Conclusion

Similar to the proposed plan, new facilities for meetings, parking, deliveries, and staff circulation would provide positive benefits to the Executive Office of the President by meeting current daily and future needs, while protecting and preserving significant cultural resources. The location of some facilities would change under this alternative; additional parking would be provided (a total of 1,310 spaces, 170 more than under the proposed plan).

Under this alternative an eastside parking/delivery facility would help improve the efficiency of White House functions by providing flexibility for staging motorcades and for

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making deliveries on the east side of the White House complex. Providing an additional 170 parking spaces for diplomatic and business visitors, staff, and guests at special White House events would be desirable over the long term, but is not now needed.

Impacts on the News Media

Analysis

Constructing a 10,900-square-foot facility for the news media under West Executive Avenue would provide a presidential briefing room, additional work space for press members, and the utility infrastructure to support broadcast equipment. Existing media facilities in the west colonnade would be converted to other uses. Because journalists would be in new facilities under West Executive Avenue, they would have a longer access route to the press secretary.

As described for the proposed plan, presidential briefings would be held in a setting that would accommodate both domestic and international press correspondents without the present problems of overcrowding and safety concerns. Storage areas for camera equipment would reduce safety hazards and congestion caused by equipment being stacked in any available space, and it would eliminate the need for equipment to be carried on- and offsite and having to be rechecked each time by security personnel. Work space would be functional and would be intended to house only a portion of the White House press corps.

Conclusion

As described for the proposed plan, the news media would have additional work space and state-of-the-art infrastructure for broadcasts. However, relocating news media functions from the west colonnade to new belowground facilities beneath West Executive Avenue would lengthen the access route for journalists to the press secretary in the West Wing.

Visitor Experience

As described for the proposed plan, the overall experience for diplomatic and business visitors, as well as tourists, would be improved as a result of implementing *Design Guidelines* and ensuring that all parts of the President's Park are perceived of as a unit.

Impacts on Diplomatic and Business Visitors

Diplomatic and business visitors to the White House would find no change in their experience, other than an improvement to the ambience as a result of the consistent use of design elements throughout the site and a lack vehicles being parked on the surface. Visitors could continue to enter the West Wing on the surface, while their vehicles would be parked underground. An underground entrance on West Executive Avenue could be used as an optional entry/exit point, primarily by business visitors and persons attending meetings.

Impacts on Public Visitors

Analysis

Initial Impressions. As described for the proposed plan, formal entryways to the White House and President's Park would signify for visitors that they were within a special, historic place. This feeling would be enhanced by the absence of parked vehicles and public vendors along sidewalks and immediately adjacent streets. A future citywide tour bus management plan developed in cooperation with the National Capital Planning Commission and the District of Columbia would provide offsite tour bus parking, thus eliminating noise and air pollution, and opening up sight lines to the White House.

For visitors seeing or entering President's Park from the south, heavy vehicular traffic on a four-lane E Street would divide the site, effectively separating the Ellipse from the rest of President's Park and making it impossible for visitors to appreciate the original design intent for President's Park as a whole.

Information/Orientation. As described for the proposed plan, pedestrian entryways would signify to visitors where they were. The entries would be equipped with facilities to orient and inform the public, and they would be placed at points where high numbers of visitors enter the park, making it easier for visitors to plan what to see. Well-designed signs, brochures, and other orientation materials would be readily available to visitors. Full information and orientation services, including information in other languages, would be focused at the visitor center.

Visitor Center. A new 66,000-square-foot visitor center would be built underground in the northeast portion of the Ellipse. In addition to comprehensive information and orientation services for visitors, this facility would offer educational opportunities, ticketing and staging for White House tours, personal visitor services, and White House Historical Association sales. An indoor location for most activities would protect visitors from inclement weather.

Interpretation and Education. As described for the proposed plan, interpretive and educational opportunities in President's Park would be enhanced by means of outdoor exhibits, specialized programs focusing on the various resources at the site, and additional onsite and offsite interpretive programs. Under this alternative additional living history programs centered on the history of the presidency, the White House, and President's Park would add another dimension to the visitor experience.

Museum displays would allow visitors to learn more about the history of the White House and President's Park and to see exhibits of items from the White House collection. Visitor understanding of the history of the site could be improved by displaying and interpreting archeological artifacts recovered from the site.

White House Tours. As described for the proposed plan, visitors would pick up free tour tickets indoors at the visitor center. Options to provide advance tour arrangements in the future would potentially give visitors greater flexibility in arranging for public tours of the White House.

After watching an orientation film in one of four theaters, tour participants would move through a well-lit, attractive, and secure belowground passageway from the visitor center directly to the White House visitor entrance building. In contrast to the proposed plan, visitors would be protected from inclement weather throughout most of the tour process. While some visitors would prefer this arrangement, others could feel that a surface approach, with glimpses of the White House and gardens, would be more dramatic. Like the other alternatives, mobility-impaired visitors would continue to use the northeast gate and enter the White House through the north portico.

Public Amenities. As described for the proposed plan, no commercial vending would be allowed on the sidewalks or curb lanes immediately adjacent to President's Park. Local restaurants in adjoining areas would be encouraged to provide food service. Site amenities would be provided throughout the park, but under this alternative they would be limited to water fountains, benches, and trash receptacles.

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Conclusion

The experience for public visitors to the White House and President's Park would be improved, as described for the proposed plan. Information about activities and White House tours would be more readily available, tour procedures would be more efficient, and additional educational opportunities about the history of the presidency and the White House would be provided. However, a four-lane E Street would divide the Ellipse area from the rest of President's Park, making it difficult for visitors to appreciate the original design intent for the site as a whole.

Impacts on Pedestrians

Analysis

As described for the other alternatives, restrictions on public vehicular traffic on Jackson and Madison Places would enhance pedestrian access. (Only delivery and official use vehicles would be allowed in these areas.) West Executive Avenue would remain restricted to public access. As described for the proposed plan, a portal to the northside parking garage at the north end of West Executive Avenue would be used by about 160 vehicles per day (55% of the parking garage's capacity); this use is not expected to impede the pedestrian experience on West Executive Avenue, which would otherwise be improved.

Under this alternative, however, making E Street into a four-lane roadway would not improve the pedestrian environment and could exacerbate pedestrian/traffic conflicts. An underpass would allow pedestrians to move from the northeast part of the Ellipse to lower East Executive Avenue without traffic conflicts. The primary purpose of this underpass would be for access to the visitor center; however, it could also be used extensively during the day by tour bus groups, commuters, visitors to President's Park, and staff parking at the Ellipse parking facility. Although convenient for pedestrians, the underpass could present safety issues during evening and night hours if not properly secured, or it could be used by homeless individuals for shelter. Pedestrians would continue to cross E Street south of the White House fence (at the Zero Milestone) because of the outstanding views of the White House, constituting a safety hazard.

On the south side of E Street, the Ellipse area would become a pedestrian area, as described for the proposed plan, without vehicle traffic or parking. The only vehicles in this area would be those entering or leaving the garage portals, which would be near 16th Street and Constitution Avenue.

Conclusion

The pedestrian experience would be improved with the removal of parked vehicles within President's Park, but four lanes of traffic on E Street would not improve the pedestrian environment and could exacerbate pedestrian/traffic conflicts. While pedestrians could use an E Street underpass, many would continue to cross E Street on the surface near the Zero Milestone to view the White House and take pictures. Visitors taking the White House tour would use the underground corridor directly from the visitor center to the visitor entrance building, thereby avoiding conflicts with E Street traffic.

Impacts on Local Residents

Active recreational uses such as baseball and football would be discouraged; program changes would include the introduction of interpretive activities, concerts, and other events in keeping with the dignity of the site. This policy would be viewed by some as

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diminishing the energy of the site and restricting open access.

Noise Impacts

Analysis

Noise levels along E Street between 15th and 17th Streets would be slightly higher than existing levels because of four lanes of traffic. Typically, a doubling of the amount of traffic results in a 3 dB(A) increase in noise levels, which is a barely perceptible change. Widening E Street between 17th and 18th Streets would increase noise levels for pedestrians because of higher traffic volumes and proximity to traffic.

Noise during construction would be noticeable to visitors, as well as workers in nearby buildings. Under alternative 1 pedestrians and tenants in nearby buildings (the Old Executive Office Building, the New Executive Office Building, buildings along Pennsylvania Avenue west of Lafayette Park, the Treasury Building, and buildings along E Street west of 17th) would be subject to construction noise. As described for the proposed plan, prior to each stage of construction, potentially impacted parties would be notified, and measures to mitigate noise impacts would be included in contractor specifications.

The operation of mechanical systems for underground facilities could also result in minimal noise impacts, as described for the proposed plan. Even though mechanical systems would comply with local ordinances, building codes, and GSA specifications, the noise and drafts aboveground could be of concern given the special nature of this site. Examples of design considerations to attenuate ventilation noise include limiting the face velocity at intake and exhaust locations or limiting the size and speed of exhaust fans in sensitive areas.

Conclusion

Noise levels along E Street between 15th and 17th Streets would be slightly higher than existing levels because of the addition of two traffic lanes. Construction noise, although temporary and subject to local regulations, would be intensive throughout President's Park because of greater levels of development onsite. New noise sources, resulting from the operation of mechanical equipment for underground facilities, would have a minor effect on noise levels or would be mitigated through design, as described for the proposed plan.

Special Events

Impacts on special events would be the similar to those described for the proposed plan except no events plaza would be developed, E Street would become a four-lane roadway, and the visitor center would be under the northeast quadrant of the Ellipse. There would be no changes to the location and type of First Amendment demonstrations. No impacts on presidential inaugural parades are anticipated because construction activities under Pennsylvania Avenue would be scheduled so as to be finished before any future inaugural.

Impacts on Public Events

Analysis

Programs and special events on the site would be conducted in a manner that reflects the dignity of President's Park, heightening for visitors the sense of being in a special place. Special events would be reduced in scale and duration in order to provide a quality visitor experience at all times within President's Park.

Criteria for special events would affect the type of activities offered and limit the degree of development, size, and duration. As described for the proposed plan, these criteria could be perceived as either positive or negative by sponsors and participants. Monitoring activities could also affect the sizes and types of events.

The location of the visitor center under the northeast panel of the Ellipse would be virtually the same location as the setting for many events. On the one hand, events staged in this area could conflict with visitor center functions and users. For example, events could conflict with White House public tour operations, and in the case of large events, event attendees could overwhelm restrooms and facilities within the visitor center. (The only restrooms would be in the visitor center, as the Ellipse pavilion, which currently provides restroom facilities, would be removed.) On the other hand, the visitor center would be readily accessible to large numbers of event participants and could provide information about the White House and President's Park. To avoid use conflicts and protect resources, events would be staged at various locations around the Ellipse when possible.

As described for the proposed plan, removing parking along Ellipse roadways, as well as 15th and 17th Streets, would improve the setting for events and make access easier for event attendees. Also, the roadways could be used to stage events, thus reducing impacts on turf. However, under this alternative four lanes of traffic on E Street would create a much noisier and less attractive backdrop for events. While special event attendees could use the E Street pedestrian underpass, this corridor could easily be overwhelmed during large events, forcing people to cross E Street on the surface.

Event attendees would have to park offsite or use public transit. Portal entrances to the underground staff parking facility under the Ellipse (which would not be open to the public) and cars entering and exiting the staff garage would potentially interfere with pedestrian circulation at events in the southernmost portion of the park.

The use of the side panels, where possible, would require that existing event layouts be reconfigured and utilities provided in new locations. This could result in additional costs to the National Park Service and event sponsors. Operational needs related to special events should be less if events were smaller and lasted shorter times.

The Pageant of Peace would be managed in a manner similar to that described for the proposed plan, with a diminished commercial aspect. This event could be moved to various locations on the Ellipse from year to year to better protect turf areas.

Conclusion

Criteria for special events would encourage quality events that were worthy of attendance by the first family and would limit the size and duration of events. These criteria could be perceived as either positive or negative by sponsors and participants. Moving events to various locations around the Ellipse could require new infrastructure and utilities. Removing vehicle parking from the Ellipse roadways would improve the setting for special events, make access easier, and allow roadways to be used during events. However, a four-lane E Street would create an unattractive and noisy background.

The visitor center location could enhance events by providing needed amenities such as restrooms. Conversely, event attendees could interfere with White House tours being staged at the visitor center, as well as overwhelm visitor center facilities when events and tours occurred at the same time.

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Impacts on White House Events

As described for the proposed plan, events within the White House and on the grounds could be staged more efficiently with the on-site storage of materials and upgraded infrastructure. Impacts on turf and garden areas would also be minimized. The proposed east-side parking facility could provide parking for guests, particularly for official events during the evening.

The visitor center beneath the Ellipse would make the staging of garden and Christmas candlelight tours easier because participants could be oriented at the center and would be protected from poor weather while waiting.

Transportation

Impacts on Access and Circulation

Analysis

Access to the White House Complex. Current points of access to the White House complex would remain. However, along E Street no restricted access lane would be provided for official traffic. Vehicles entering the complex would have to use general traffic lanes. Eastbound traffic turning left onto the western portion of South Executive Avenue would cross two lanes of westbound traffic, resulting in more traffic conflicts than now. Westbound vehicles that had to wait to turn right onto South Executive Avenue could cause through-traffic to back up on E Street.

As described for the proposed plan, access to the northside parking facility would be from H Street on the north and from West Executive Avenue (by way of E Street) on the south.

- To ensure that an LOS E on H Street would not be exceeded during the morning, fewer than 100 vehicles during the peak hour should use the NEOB entrance.
- Because the 17th Street / State Place / New York Avenue intersection operates at LOS E and F during morning and afternoon rush hours, traffic would enter the garage by way of West Executive Avenue from E Street and would exit to the west on State Place (which would operate as a one-way street westbound).

Also as described for the proposed plan, access to the Ellipse parking facility would be by way of Constitution Avenue at 16th Street, with an estimated 550 cars entering and exiting the garage during the morning and afternoon peak hours. Because Constitution Avenue currently operates at good levels of service throughout the day in both directions between 12th and 23rd Streets, and because additional capacity would be provided on E Street, Constitution Avenue could probably handle the additional parking traffic. Based on an intersection capacity analysis, the Constitution Avenue / 16th Street intersection would operate at LOS F during the morning peak hour with the addition of parking structure traffic. Any intersection changes to improve the operational characteristics of the access would adversely impact the overall operating characteristics on Constitution Avenue.

Access to the 170-space parking structure south of the Treasury Building would be by way of 15th Street to Hamilton Place. Currently, Hamilton Place is one way eastbound, with a right turn only allowed at the intersection of Hamilton Place / 15th Street / Pennsylvania Avenue North. Consequently, this intersection has only three approaches and operates at LOS D or better. To ensure that the intersection would continue to operate at LOS D or better, left turns out of the garage would be prohibited.

During construction of the underground parking facility, access to the White House from the southeast by way of East Executive Park would be disrupted.

As described for the proposed plan, deliveries to the White House complex would be handled through existing facilities at the New Executive Office Building and the Treasury Annex. The amount of new traffic during the midday period would not affect the operating characteristics of either H Street or 15th Street. Access for deliveries to the eastside parking facility would be from 15th Street, and the left-turn movement when exiting the garage would be restricted.

E Street. Under this alternative E Street would become a two-way, four-lane public street between 15th and 18th Streets. Adding two westbound lanes would reduce traffic on some adjacent east-west downtown streets. Approximately 13,000 vehicles per day would use the E Street westbound lanes, likely diverting traffic from streets such as I Street, which currently operates at LOS F throughout the day. The addition of westbound travel lanes on E Street would not provide enough additional traffic flow to improve the level of service on I Street. Westbound traffic on K and M Streets would also benefit, but the change would not be as noticeable because these streets operate under capacity.

Making E Street a four-lane roadway would only provide temporary relief to a congested citywide transportation system. E Street between 15th and 17th is only a small segment of the downtown city transportation network and does not have the capability to provide enough capacity for a long-term traffic solution.

The following impacts would be associated with the need to both widen and modify the directional traffic flows on E Street west of West Executive Avenue (also see appendix I for plan profile sections):

- The basic geometry along the two blocks consists of four 11′ lanes within a curb-to-curb width of 44′. The south curb line of the 1600 block within President's Park would be slightly realigned. Along the south side of the 1700 block outside President's Park approximately 12′ of sidewalk and 16 metered parking spaces would need to be removed to accommodate two additional traffic lanes. West of 18th Street the existing curb-to-curb width on E Street is adequate for channeling the one-way eastbound traffic to meet the proposed geometry at the 18th Street / E Street intersection.
- The north curbline in the 1700 block would be retained to minimize pavement reconstruction and the removal of trees in front of the United Unions building and the Corcoran Art Gallery. It would also match the projection of the north curbline in the 1600 block.
- Removing the sidewalk and parking meters on the south side of the 1700 block would accommodate the two eastbound lanes, which would be shifted 12′ to the south. This would allow a smooth through-traffic flow from the 1800 block and without opposing the two westbound lanes.
- The two westbound lanes, after a double right turn onto 18th Street, would be routed one block north to westbound New York Avenue. To accommodate this additional traffic on 18th Street, a double left turn lane and signal timing changes would likely be required.
- To maintain an LOS D or better at two-way 17th Street, left-turn movements from E Street should be restricted during peak hours.
- Two driveways on the south side of the 1700 block would have to be reconstructed along the new curb and sidewalk to maintain access to the parking lots adjacent to the Red Cross building.

Instead of widening E Street between 17th and 18th Streets to accommodate four lanes of traffic, one option would be to route the two westbound traffic lanes onto 17th Street, which would require restriping 17th to accommodate a wider northbound to westbound turn movement at New York Avenue. All improvements to 17th Street would be within the street's existing curb-to-curb width. However, this option would add more traffic to 17th Street, which is currently operating either at or over capacity during most of the day. These conditions are not be expected to improve under this option.

Official events and motorcades would continue to require temporary closures of E Street. During such closures, drivers would seek alternate east- and westbound routes, potentially creating traffic congestion.

Conclusion

As described for the proposed plan, access to the northside parking facility would be by way of H Street from the north and E Street to West Executive Avenue from the south. Access to the Ellipse parking facility would be by way of Constitution Avenue to 16th Street. The 16th Street / Constitution Avenue intersection would operate over capacity (LOS F) in the morning peak hours as a result of vehicles turning into the Ellipse parking facility. This would result in some traffic congestion on Constitution Avenue, which is now operating at acceptable levels of service. Access to the eastside parking facility would be by way of 15th Street and Hamilton Place; to ensure that this intersection continued to operate at LOS D, only right turns out of the garage would be allowed for exiting traffic.

Providing two westbound traffic lanes on E Street, which would be used by about 13,000 vehicles daily, would not provide enough additional traffic flow to improve service on I Street (which operates over capacity throughout the day) or other westbound streets. Widening E Street between 17th and 18th Streets to accommodate four lanes of traffic would eliminate on-street parking and require several driveways to be relocated. Instead of widening E Street, westbound traffic could be diverted to 17th Street (which would require restriping 17th for a wider northbound to westbound left-turn lane at New York Avenue). This option would add more traffic to 17th Street, which is at or over capacity during most of the day. Temporary closures of E Street for official events and motorcades would still create congestion on adjacent streets.

Impacts on Public Parking

Impacts to on-street public parking would be similar to those described for the proposed plan, which would eliminate 103 metered and time-limited parking spaces. In addition, 16 spaces along the south side of E Street between 17th and 18th Streets would be eliminated as a result of widening E Street to four lanes. As described for the proposed plan, 506 parking spaces within President's Park currently available to the public during evenings or weekends would be eliminated. This loss of parking would further constrain the limited public parking supply in this area. The economic impacts associated with removing these parking spaces are presented in the discussion of socioeconomic impacts.

Some intermittent public parking could potentially be provided on weekends and evenings in the Ellipse parking facility if a study undertaken during design development determined that such parking would be compatible with staff use and site parking strategies.

Impacts on Public Transit

As described for the proposed plan, none of the actions under this alternative, including making E Street four lanes, would adversely affect Metrobus or Metrorail operations.

Impacts on Tour Buses

A future citywide tour bus management plan to be developed by the District and the National Capital Planning Commission would address tour bus parking. Similar to the proposed plan, short-term tour bus parking would be eliminated in President's Park. Impacts associated with dropoff and pickup points for White House tour participants would be assessed when these points were designated.

A four-lane, two-way E Street would allow tour buses to continue offering drive-by views of the White House and grounds.

Impacts on the Tourmobile

This alternative would require altering the Tourmobile route. Closing Ellipse Drive to traffic would eliminate this access route for the Tourmobile from Constitution Avenue. When the Ellipse is occasionally closed at present, the Tourmobile turns north from Constitution Avenue to 17th Street, east on E Street, and south on 15th Street, back to Constitution Avenue. This alternate route could also be used under this alternative. After determining a new route, pedestrian access from the Tourmobile stop to the visitor center (southwest of E Street and 15th Street) would need to be determined. Service would be affected because the future route would be in general traffic and there would be no dedicated loading area as there is now.

Impacts on Bicyclists

This alternative would be similar to present conditions, with bicyclists traveling in the general traffic lanes along E Street. Closing the Ellipse roadways to traffic would improve bicycling on this roadway.

Socioeconomic Environment

Impacts on D.C. Revenues

Analysis

Parking Meter Revenue. Alternative 1 would result in the loss of 53 parking meter spaces along the east side of 17th Street and on E Street between 17th and 18th Streets (16 more spaces than under the proposed plan). Assuming full use of these parking meters (except for the 10 federal holidays per year), these spaces produce a total of $89,828 annually. Each month an average of three $27 parking tickets per meter are distributed, for a total of $115,668. Thus, parking meter revenue losses would total $205,496 per year (see table 23). Over 20 years the total revenue loss would amount to an estimated $4.1 million, which is $700,000 more than under the proposed plan.

Leased Parking Revenue. The impact on leased parking revenue would be the same as for the proposed plan. During the short term (years 4–20 of the plan), a total of 850 parking spaces for White House staff would be leased in private parking garages within a 10-minute walk of the White House. It is assumed that the Ellipse parking facility would not be in operation until the final year of the plan. Consequently, the estimated loss in D.C. parking tax revenue would be $247,836 in the fourth year of the plan and $5.9 million over the 20-year life of the plan.

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TABLE 23: PROJECTED ANNUAL D.C. REVENUE LOSSES FROM PARKING METERS — ALTERNATIVE 1

LOCATION	SPACES	RATE/ SPACE	HOURS	DAYS/ WEEK	ANNUAL REVENUE	20-YEAR TOTAL
Revenues from Metered Spaces						
E St. (17th to 18th)	16	$0.75/hr	9:30 A.M.–4 P.M.	5	$19,500	$390,000
17th St. — east side	9	$0.75/hr	9:30 A.M.–4 P.M.	6*	13,250	265,000
17th St. — east side	28	$0.75/hr	9:30 A.M.–6:30 P.M.	6*	57,078	1,141,560
Subtotal	53				$89,828	$1,796,560
Revenues from Parking Tickets						
53 metered spaces		$972**			51,516	1,030,320
66 time-limited spaces		$972**			64,152	1,283,040
Subtotal					$115,668	$2,313,360
Total Parking Revenue Losses					**$205,496**	**$4,109,920**

Source: DC Department of Public Works, Parking Services Division; BRW, Inc.
* Assumes 52 weeks per year and 10 holidays.
** Assumes 36 tickets per space per year at $27 per ticket.

Vendor Revenue. Removing 26 vendors would result in a revenue loss to the District of Columbia of $42,068 per year, or $841,360 over the 20-year life of the plan (the same as for the proposed plan; see table 20). This loss could be reduced if vendors were relocated to other spaces in the downtown area.

Conclusion

Alternative 1 would result in total annual D.C. revenue losses (by year four of the plan) of $495,400 from parking meters, parking violations, leased parking taxes, and vendor licenses and sales taxes (compared to an annual loss of $460,348 under the proposed plan). Over the 20-year life of this plan, the total loss is estimated at $10.8 million (compared to $10.1 million under the proposed plan). The revenue losses would be greater than under the proposed plan because of the loss of additional metered parking along E Street. If vendors were relocated to another downtown area, these losses would not be as great.

Impacts on Vendors

As described for the proposed plan, removing 26 vendor spaces adjacent to President's Park could result in an estimated annual loss of $14.2 million in business volume and $1.4 million in profits for the affected vendors, or $28.5 million over the 20-year life of this plan. If these spaces were relocated to another downtown area, this impact would be reduced.

Impacts on Local Businesses

Analysis

Impacts to local businesses would be the same as for the proposed plan (the loss of 50 on-street parking spaces on 17th Street). In addition, widening E Street would result in the loss of 16 metered spaces on the south side of E Street between 17th and 18th Streets. These eliminated spaces are not in front of any businesses; however, there are three nearby institutions — the American Red Cross on the south side of E Street, and the United Unions building and the Corcoran Gallery of Art on the north side. These institutions have some off-street parking; therefore, the loss of on-street parking spaces would represent only a small portion of their parking needs. Patrons and staff could also use commercial parking facilities in the area. Deliveries to the Corcoran could be affected by westbound traffic on E Street between 17th and 18th.

The effect of 850 fewer leased parking spaces on area businesses is difficult to measure. As discussed for the proposed plan, a 1996 informal field survey by GSA personnel indicated 26 public parking garages with a total of 4,500 spaces. The federal lease of 850 spaces pending the completion of the Ellipse parking facility would represent 19% of the public parking spaces within a 10-minute walk of the study area. This reduction could have some impact on the overall attractiveness of these buildings for the private rental market.

Conclusion

The loss of 66 metered and time-limited parking spaces on the east side of 17th Street adjacent President's Park and along E Street would result in minor inconveniences to adjacent business and institutions. Reallocating 850 leased parking spaces to the federal government for the life of this plan (a 19% reduction in available spaces) could have an effect on area businesses and office buildings.

Construction and Operation Impacts

Analysis

Construction Impacts. The construction budget for alternative 1 is estimated to be approximately $318 million. Construction is expected to take place in four five-year phases over a 20-year period, with the construction impacts assumed to occur in equal increments by year within each phase (the phases would correspond with the proposed plan phases; see appendix E).

The projected direct and indirect jobs and earnings associated with this alternative are shown in table 24. Based on standard regional input/output modeling system (RIMS) multipliers, overall construction-related employment per phase would range from 297 to 711 jobs in the metropolitan area and from 58 to 140 jobs in the D.C. area. Overall earnings are estimated to range from $6.9 million to $16.6 million for the metro area and from $1.6 million to $3.7 million for the D.C. area. (The greatest impact would be during the second five-year phase of plan implementation, when the eastside parking facility and a new Ellipse visitor center would be built.) As described for the proposed plan, direct employment and earnings within the District could be increased by requiring that a certain percentage of jobs be filled by D.C. residents.

Long-Term Impacts. No significant gains in long-term employment are anticipated under alternative 1. The visitor center could increase employment by one or two jobs due to the proposed expansion.

Conclusion

Estimated construction costs over the life of the plan would total approximately $318 million. As described for the proposed plan, other than the creation of short-term, construction-related jobs throughout the life of the plan, there would be no significant gains in long-term employment.

TABLE 24: CONSTRUCTION IMPACTS — ALTERNATIVE 1

	PHASE 1 (YEARS 1–5)		PHASE 2 (YEARS 6–10)		PHASE 3 (YEARS 11–15)		PHASE 4 (YEARS 16–20)	
	Jobs	**Earnings***	**Jobs**	**Earnings***	**Jobs**	**Earnings***	**Jobs**	**Earnings***
Metro Area Direct Jobs	179	$4.6	322	$8.2	134	$3.4	228	$5.8
Indirect Jobs	217	[illegible]7	389	8.4	163	3.5	276	6.0
Total Jobs	396	[illegible]3	711	$16.6	297	$6.9	504	$11.8
District Direct Jobs	63	$1.6	113	$2.8	47	$1.2	80	$2.0
Indirect Jobs	15	0.5	27	0.9	11	0.4	19	0.6
Total Jobs	78	$2.1	140	$3.7	58	$1.6	99	$2.6
Total Construction Value per Phase**	$66.1		$118.4		$49.3		$84.1	
Total Construction Value per Year	$13.2		$23.7		$9.9		$16.8	

NOTES:

	Metro Area	D.C.
Overall employment:	30.0 per million dollars	5.9 per million dollars
Employment multipliers:	2.21	1.24
Overall earnings:	0.70 × construction value	0.156 × construction value
Earnings multipliers:	2.03	1.31

* Earnings in millions of dollars.

** Total estimated construction = $317.9 million (see appendix E).

Site Management and Operations

Impacts on Operations

As described for the proposed plan, there would be no additional effects on site operations as a result of visitor arrivals for special events or ceremonial functions.

Additional staff could be required to implement proposed actions, including landscape maintenance and visitor center operations. Offsite nursery facilities could require expansion. A comprehensive landscape management plan would help ensure a consistent level of maintenance for all areas of President's Park.

Impacts on Maintenance

The development of a 4,000-square-foot maintenance and materials storage facility in conjunction with the Ellipse parking garage would reduce travel times when transporting equipment and increase staff efficiency.

Reducing special events in size and duration, and rotating the locations for such events around the Ellipse, would help minimize impacts on site resources, thus reducing staff time spent rehabilitating turf and garden areas.

As described for the proposed plan, creating more informal garden areas on the Ellipse would increase site maintenance activities; however, this additional time could be offset by more efficient operations.

Impacts on Utilities

Analysis

The main impact to utilities under alternative 1 would be caused by the parking structure under Pennsylvania Avenue, as discussed for the proposed plan. In addition, parking structures and pedestrian tunnels under the Ellipse and under the south plaza of the Treasury Building would further impact utilities. Moving the visitor center to the east side of 15th Street would avoid tunnel conflicts with utilities beneath 15th Street.

When design development for underground structures was started, utility surveys would be conducted to precisely identify line locations. Discussions with utility owners and the District of Columbia would also determine relocation plans, capacity issues, and costs.

Public Utilities. The construction of staff and delivery corridors in the White House complex would potentially affect utilities. The northside parking facility could affect electric lines (24-conduit and 19-conduit ductbanks) along the center of Pennsylvania Avenue, a 20″ diameter line along the south side of Pennsylvania, and telephone ductbanks along the north side of Pennsylvania.

Waterlines. Impacts on waterlines would be similar to those discussed for the proposed plan. Constructing the visitor center, Ellipse parking garage, and belowground corridor on the east side of 15th street could potentially interfere with the 24″ diameter water main on the south side of E Street. Utilities would also need to be relocated to accommodate the new portal ramp and garage for the eastside parking/delivery facility.

Sewers. As described for the proposed plan, the Ellipse parking garage and pedestrian corridors from the garage could interfere with the 9′8″ diameter combined storm/sanitary sewer that traverses the Ellipse. The sewer might have to be replaced and relocated to accommodate this development. Utilities would also be affected by the pedestrian tunnel from the visitor center. Further coordination would be required to identify impacts and solutions.

The 42″ brick sewer that runs north and south through the Ellipse has been abandoned and would have to be removed to accommodate the Ellipse parking structure. If this structure is historic, it would be documented in accordance with HABS/HAER standards.

Conclusion

Similar to the proposed plan, public utilities under Pennsylvania Avenue would be bored beneath or temporarily relocated during construction of the parking garage and pedestrian corridors. The magnitude of sewer impacts would also be similar to the proposed plan, but the locations of impacts would differ because all facilities would be within President's Park. The largest storm/sanitary line to be crossed would be the 9′8″ line under the corner of the Ellipse and E Street. No utility impacts would occur on 15th and 17th Streets, as they would under the other alternatives.

Irreversible and Irretrievable Commitments of Resources

Construction on the north grounds could result in the irretrievable loss of commemorative trees associated with particular presidents. Constructing both the staff parking garage and the White House visitor center under portions of the Ellipse could result in irretrievable losses of American elms. New elms planted to replace individual trees would take a number of years to grow to match the stature and

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dignity of existing trees. Excavations for an Ellipse parking facility would irreversibly alter the stratigraphy of any archeological resources that might be discovered.

Similar to the proposed plan, this alternative would result in commitments of natural, physical, human, and fiscal resources. Land used for proposed facilities would be irreversibly committed during the period a facility was in place. Fossil fuels (oil, gasoline), labor, and construction materials used for new facilities and infrastructure would not be retrievable. These materials are not scarce, and their use would not affect their current availability or supply. The one-time expenditure of public funds would not be retrievable.

The Relationship of Short-term Uses of the Environment and the Maintenance and Enhancement of Long-term Productivity

As described for the proposed plan, short-term disruptions of vistas, White House complex traffic, pedestrian movements, the visitor experience, and site operations (such as deliveries) would result during the construction of underground facilities. However, upon completion these facilities would improve all the functions temporarily disrupted, as well as overall visual quality for the area. Experiences for pedestrians and visitors would be improved, and White House complex operations would be enhanced. At no time would important functions necessary to executive operations of the government be impeded.

Cumulative Impacts

Construction-related losses of American elms on the Ellipse, in conjunction with losses on the National Mall, would add to the loss of these trees throughout Washington, D.C.

As described for the proposed plan, the National Park Service is continually seeking to provide an exceptional experience for visitors to the Monumental Core. Future changes within this area, the addition of new sites, and improved transit systems and parking options would all enhance the visitor experience, especially in conjunction with an improved White House visitor center and public tour experience. A positive visitor experience would also benefit the city because visitors would be more likely to return in the future or encourage others to visit.

As described for the proposed plan, plans being considered for the long-term design of Pennsylvania Avenue and for the north- and southside barrier replacement projects (including realigning a section of west South Executive Avenue) have been coordinated with the overall goals of this *Comprehensive Design Plan and Draft Environmental Impact Statement*. As these efforts were implemented, they should foster a consistency of design and materials throughout President's Park.

Relationship to Other Plans and Efforts

Alternative 1 would promote some elements of the *Comprehensive Plan for the National Capital* (see the "Relationship of this Document to Other Plans and Efforts"), such as promoting visitor services and information, providing outlying parking areas with a shuttle system to the Monumental Core, maintaining open space, and ensuring the consistency of design. Removing vendors would conflict with some D.C. goals.

Both the *Comprehensive Plan Amendments Act of 1994* and the *Transportation Plan for the District of Columbia* encourage changes that would benefit White House staff and visitors, such as extending Metrorail operating hours and providing public vehicle and tour bus parking.

The interim leasing of White House staff parking in private facilities could further constrain the short-term parking supply. As noted in the impact discussion for public parking, impacts would depend upon the available parking supply when the leases were acquired.

The proposed E Street roadway width and the accompanying volume of traffic might not be consistent with many of the elements outlined in the *Comprehensive Plan for the National Capital*. As a visual and physical barrier across President's Park, E Street would preclude a pedestrian-oriented environment and negatively affect, rather than enhance, the historic landscape.

E Street as a four-lane roadway would be consistent with NCPC's *Extending the Legacy* plan, which identifies E Street as a secondary connector in the transportation system (NCPC 1996). However, this action in itself would do little to solve overall traffic problems in the downtown area.

An increase of 170 parking spaces would not be consistent with parking policies stated in the *Long-Range Transportation Plan for the National Capital Region* or the *Comprehensive Plan for the National Capital*, which emphasize managing parking to maximize the use of public transportation and high-occupancy vehicles.

All NPS initiatives would be supported, as described in the proposed plan.

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IMPACTS OF ALTERNATIVE 2

Cultural Resources

Impacts on the Cultural Landscape

Analysis

Proposed actions under this alternative that would help restore the historical scene and views include removing all surface parking within President's Park and the White House complex, tunneling E Street, and moving special events to the northeast panel of the Ellipse. These actions would greatly improve the visual beauty of the views across the Ellipse area to the Washington Monument and the Jefferson Memorial from the White House and the south grounds, as well as views toward the White House from the Ellipse. Pedestrians along East and West Executive Avenues would also enjoy expansive views of the Ellipse and the Washington Monument from the pedestrian plazas developed at the southern ends of both avenues. Tunneling E Street would allow the south grounds and the Ellipse to be reconnected, enhancing the perception of a unified design for President's Park and the White House. Relocating special events on the Ellipse to a permanent events plaza would reduce impacts on the turf and help improve the overall appearance of this area.

As described for the proposed plan and alternative 1, the establishment of pedestrian entryways would introduce new architectural elements to the site and focus visitor traffic at these areas. Implementing *Design Guidelines* for the site would help ensure that design elements and materials would be compatible throughout the site, helping create a unified character for the White House and President's Park.

Construction impacts would be similar to those described for the proposed plan. Tunneling E Street would affect views to and from the south side of the White House over a one- to two-year period.

Resource Management. As described for the proposed plan and alternative 1, no additional memorials within President's Park would be encouraged, helping to maintain existing views.

Home and Office of the President. Similar to the proposed plan, intrusions on historical views south from the White House across the Ellipse toward the Potomac would be restored by removing parking on the Ellipse and tunneling E Street.

The Old Executive Office Building, which is a national historic landmark, would be adjacent to the proposed meeting facility under West Executive Avenue and to the 290-space parking garage beneath the building's south plaza. A new entrance/exit portal to the parking garage on State Place and one on West Executive Avenue would be new visual intrusions on the setting of this historic structure. Other impacts on this historic building would need to be mitigated through sensitive design. The redesign of the surface of West Executive Avenue would be handled in such a way as to retain the general character of a roadway.

As described for the proposed plan, constructing first family indoor recreation space belowground north of the residence, news media facilities below West Wing Drive, and a staff circulation corridor along the north side of the White House would put five commemorative trees at risk.

As described for the proposed plan and alternative 1, redeveloping the present NPS grounds maintenance facility south of the White House would affect the landscape during construction, but proper design would mitigate any adverse visual effects.

Visitor Use and Services. An underground visitor center south and west of the Treasury Building would draw large numbers to the entrance on East Executive Park, potentially detracting from the formal design and dignity of this area.

As described for alternative 1, visitors would enter the White House visitor entrance building directly from the visitor center, requiring a redesign for this facility to accommodate an escalator, a stairway, and an elevator. Any redesign would need to ensure that the design complemented the present site character.

The visitor center would be adjacent to the Fifteenth Street Financial Historic District, the Pennsylvania Avenue National Historic Site, and the Federal Triangle Historic District. There would be a minimal effect on these historic landscapes.

An expanded interpretive program at entrances to President's Park and throughout the site would potentially increase use and traffic.

Public recreation would be continued on the Ellipse, but passive activities would be encouraged, helping preserve the park's formal vistas.

Special Events. As described for the proposed plan, requiring special events to reflect the dignity and purpose of the site, along with providing a permanent events plaza and infrastructure needed to stage events, would reduce visual impacts on the setting of the White House and President's Park and help protect vistas to and from the White House. The design of the events plaza would be consistent with the *Design Guidelines* so as to minimize or mitigate any adverse effects on site character. Requiring materials (such as fencing, scaffolding, and stages) to be removed from the site in a timely manner after an event ended would also minimize intrusions on the site character.

Transportation. Tunneling E Street, thereby relocating traffic through President's Park that has become increasingly intrusive over the last 60 years, and replacing the roadway with wide pedestrian paths, would improve the ambience of this area and help unify the site. However, traffic noise east and west of the tunnel could intrude on the enjoyment of an otherwise peaceful setting.

Entrance portals for the E Street tunnel east and west of the park would compromise the integrity of surrounding neighborhoods. The visual intrusion of these portals might be mitigated with vegetation. The portals would also intrude on the settings of properties on the National Register of Historic Places, national historic districts, or D.C. historic districts. Substantial widening would be necessary on the approaches west of 17th Street, bringing the right-of-way adjacent to a historic structure and substantially changing the character of the neighborhood. Traffic noise would also affect the setting of nearby areas.

Creating pedestrian walkways along the eastern and western portions of South Executive Avenue, which would become plazas at their southern ends, would respect the general intent of the original designers, but these plazas would substantially change the character of the area by creating a terrace effect to the east and west of the White House grounds. The current park roadway appearance would be lost.

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Conclusion

Historical views south from the White House across the Ellipse to the Washington Monument and the Jefferson Memorial would be restored by removing parking on the Ellipse, tunneling E Street, and providing new garage and delivery facilities belowground. Without the intrusion of traffic across the site, all elements of President's Park could be reconnected, enhancing the perception of a unified design. Five commemorative trees on the White House grounds could be damaged or lost as a result of construction.

Entrance portals for the E Street tunnel east and west of the park would compromise the character of surrounding neighborhoods and the settings of adjacent historic structures and districts.

An entrance in East Executive Park to the visitor center would be a new element and would draw large number of visitors, potentially detracting from the formal nature and dignity of the site.

The addition of parking entrance and exit portals south and east of the Old Executive Office Building would be new elements that would intrude on the setting of this historic structure. Impacts would need to be mitigated through sensitive design. Creating plazas at the southern ends of East and West Executive Avenues would substantially change the character of the area by creating terraces east and west of the White House grounds. The current park roadway appearance would be lost.

Impacts on Archeological Resources

Analysis

As described for the proposed plan and alternative 1, archeological resources would be protected through (1) an organized program for surveying, testing, and recording archeological resources, (2) preparing a survey for the property, and (3) making the collection available for study by scholars.

Actions under this alternative that could affect archeological resources include (1) new meeting space and possibly media facilities under West Executive Avenue (similar to the proposed plan), (2) a 290-space underground parking facility south of the Old Executive Office Building, (3) indoor recreation space for the first family belowground to the north of the White House (the same as the proposed plan), (4) a 40,000-square-foot visitor center beneath the south plaza of the Treasury Building, (5) pedestrian plazas at the south ends of East and West Executive Avenues, (6) a special events plaza on the northeast quadrant of the Ellipse (the same as the proposed plan), (7) an E Street tunnel, (8) two belowground pedestrian and service corridors, and (9) a rerouted Ellipse steamline (the same as the proposed plan). Potential effects could be mitigated through survey, monitoring, and recordation.

Conclusion

Any disturbance of archeological resources during excavations could be mitigated through survey, monitoring, and recordation.

Impacts on Historic Buildings and Structures

Analysis

Home and Office of the President. *Executive Residence* — As described for the proposed plan and alternative 1, providing indoor recreation space for the first family would help meet existing needs and minimize the potential for future impacts on historic resources and the surrounding cultural landscape.

Executive Office Support Functions — Impacts of the following actions would be the same as those described for the proposed plan and alternative 1.

- A new meeting facility beneath West Executive Avenue would relieve some impacts on historic resources by offering alternative locations for meetings. Development would be adjacent to two national historic landmarks — the Old Executive Office Building and Lafayette Square. Any potential impacts would need to be mitigated through sensitive design.
- Cultural resource impacts related to on-site traffic, including motorcades and security vehicles, would be minimal, consisting of airborne pollutants and visual intrusions on the historic landscape. As described for the proposed plan and alternative 1, garage air and filtering systems in underground parking facilities would lessen the potential for some air pollution and airborne damage to stone and metallic resources.
- The placement of security equipment could continue to have effects on historic fabric within the White House and the cultural landscape. Mitigations for effects would be developed through a continuing dialogue between the National Park Service and the U.S. Secret Service.

Constructing a belowground parking facility south of the Old Executive Office Building would require mitigating measures to protect the stability of this national historic landmark. The building's 1879 foundations consist of a stone and concrete pier system. Possible impacts that would need to be addressed through mitigations include dewatering and stability problems.

News Media — New or upgraded media facilities would help alleviate some effects on historic resources caused by traffic patterns, insufficient work space, and inadequate utilities, resulting in electrical hazards. Upgrading existing space and/or developing additional space below West Wing Drive would reduce impacts on resources by better accommodating circulation patterns, providing proper storage for equipment to eliminate current storage in corridors and work spaces, and upgrading utilities to reduce fire hazards.

Visitor Use and Services. The construction of an underground visitor facility adjacent to the Treasury Building would require a careful assessment of the foundations and underpinnings of the building's various additions (1836–60). Dewatering of the foundations as a result of construction could affect the building's structural integrity, which would have to be mitigated during design.

The visitor center would require an entrance area on the east, which would require some alteration of the historic fabric of the south approach to the Treasury Building in order to comply with public access requirements.

Conclusion

Impacts would be similar to those described for the proposed plan, except constructing a parking facility south of the Old Executive Office Building and a visitor center south and west of the Treasury Building could result in possible foundation dewatering and stability problems that would need to be mitigated during design. To meet public access requirements for the visitor center, some historic fabric of the south approach to the Treasury Building would be altered.

Impacts on Fine and Decorative Arts

Providing proper emergency storage and stabilization facilities would help ensure that

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valuable pieces of the museum collection would be further protected from damage or loss. This facility would also allow some pieces to be kept onsite, reducing the potential for damage during shipment.

Natural Resources

As described for the proposed plan and alternative 1, the construction of belowground facilities could affect and be affected by local subsoil and groundwater conditions. Appendix E lists the proposed construction method (cut/cover or tunneling) for each underground structure. Vegetation and soil mitigation measures to protect vegetation during construction are outlined in the "Mitigating Measures" section.

Also as described for the proposed plan and alternative 1, many of the proposed actions have only been conceptually designed. When final designs were undertaken (once a proposed plan has been approved and funding acquired), an environmental assessment would be conducted in order to (1) analyze site-specific impacts, (2) ensure that all facilities and design details are in concurrence with the proposals and guidelines presented in this document, and (3) identify measures to minimize or mitigate impacts to all resources and site activities.

Geotechnical Considerations: Subsoils and Groundwater

Geotechnical site constraints and construction issues would be generally the same as those outlined in the proposed plan. The E Street tunnel would be of particular concern. Further study and field testing, including soil borings, groundwater monitoring wells, and a hazardous material investigation, would be required for all structures, as indicated in the proposed plan.

Impacts on Water Resources

Impacts on surface and groundwater would be the same as for the proposed plan, including the reduction of oil, gas, and other waste contaminants in runoff from surface parking areas on the Ellipse and West Executive Avenue.

Impacts on Vegetation and Soils

Analysis

As discussed for the proposed plan and alternative 1, existing vegetation or vegetation patterns could be changed as a result of underground construction. Trees or shrubs removed or lost during construction would be replaced in kind with stock from an NPS nursery or other cooperating horticultural institutions; however, the plants would likely vary in size from existing vegetation. Some trees would be permanently lost and not replaced. Damage to commemorative trees would be avoided where possible.

White House Grounds and West Executive Avenue. Vegetation north of the West Wing along West Executive Avenue and on the north side of the White House would be affected by excavations for proposed meeting, news media, staff circulation, and recreation facilities, as discussed under the proposed plan. Up to five commemorative trees, a number of elms, and several 100-year old trees on the western edge of the north lawn would be at risk during construction. Oaks would be removed along West Executive Avenue. A substantial amount of vegetation that lines the north areas of the White House would also be at risk.

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As described for the proposed plan, the redesign of the NPS grounds maintenance facility on the south grounds of the White House would require special measures to ensure the protection of adjacent vegetation and gardens.

Developing a White House visitor center and museum on the east side of the complex (under East Executive Park and south of the Treasury Building), a parking facility south of the Old Executive Office Building, and a meeting facility under West Executive Avenue would require the removal of large amounts of vegetation, including 37 trees (oaks and other species) lining the eastern and western portions of South Executive Avenue and the majestic magnolias south of the Old Executive Office Building.

First Division Monument. Trees and turf areas in the northwest and southeast corners of the First Division Monument would be at risk as a result of constructing the westside parking/delivery facility and the pedestrian plaza on the east side of the monument.

Ellipse. Impacts on vegetation and soils would be substantially less than those described for the proposed plan and alternative 1 because development on the Ellipse would be limited.

The special events plaza could require the permanent removal of three to four American elms. The events plaza would help prevent soil compaction, repeated turf damage, and perhaps the loss of other trees by concentrating crowds and infrastructure for special events in the northeast corner of the Ellipse. Staging White House tours from the underground visitor center near Treasury would also eliminate continual damage to both soils and turf on the Ellipse.

Areas outside President's Park. Portals to the E Street tunnel under this alternative would encroach on the sidewalks between 17th and 18th Streets and would require the removal of all street trees.

Conclusion

Overall potential impacts to existing vegetation and soils would be less than under alternative 1 or the proposed plan. The largest losses of vegetation due to construction would be along the eastern and western portions of South Executive Avenue, and south of the Old Executive Office Building, including the magnolias around that building's south plaza. These losses would be temporary; trees and shrubs would be replanted after construction.

Home and Office of the President

Impacts on Executive Residence Operations

Analysis

As described for the proposed plan and alternative 1, noise from construction and the visibility of construction activities could intrude on peace and quiet for the first family. Measures to minimize disruptions would be identified before any construction was started.

Indoor Recreation Space and Privacy. Indoor recreation space and staff/delivery corridors would provide more privacy for the first family, as described for the proposed plan and alternative 1.

Storage. Providing storage for the Executive Residence under the northern section of West Executive Avenue would have impacts similar to those described for alternative 1. Storing frequently used furnishings, equipment, and supplies onsite, and removing items from inappropriate storage places in corridors and working spaces, would help make operations more efficient and eliminate safety hazards.

Public Access. As described for the proposed plan, the desire for public access to the White House would have to be balanced with other uses and functions. Public access could be interrupted or canceled because of state functions or presidential business.

Conclusion

As described for the proposed plan and alternative 1, providing new space for indoor recreation and staff circulation corridors would provide flexibility and additional privacy. The first family's need for privacy would continue to be balanced with the public's need for access to the White House.

New storage space would increase the efficiency of Executive Residence operations and allow existing space being used for storage to be returned to more appropriate uses. As described for alternative 1, the use of the West Executive Avenue storage facility could interfere with other residence functions, such as deliveries, because a common corridor would be used.

Impacts on Executive Office Support Services

Analysis

Visitor Arrivals. Flexibility for accommodating arrivals by diplomatic and business visitors would continue. Diplomats and business visitors would also be able to enter the White House from the belowground parking facility south of the Old Executive Office Building. Visitors attending White House conferences could also arrive belowground at the meeting facility. Removing parked vehicles on West Executive Avenue would allow easy access to the West Wing entrance for diplomatic and business vehicles, which could then enter the underground parking garage.

Arrivals would continue to be accommodated at the entrance to the West Wing on West Executive Avenue, at the entrance to the East Wing on East Executive Avenue, and at the north and south porticos. Access to West Executive Avenue would be from 17th Street and State Place; access from E Street would be available only for emergency vehicles and motorcades.

Meeting/Conference Space. As described for the proposed plan and alternative 1, providing meeting/conference space beneath West Executive Avenue would make presidential staff operations more efficient, particularly in preparing for and hosting conferences.

Parking. As described for the proposed plan and alternative 1, replacement parking would be provided for all surface parking that was removed within President's Park and the White House complex.

A 290-space, two-level parking facility for motorcades, diplomats, and senior staff under the south plaza of the Old Executive Office Building would replace parking currently provided along West Executive Avenue, East Executive Park, courtyards in the Old Executive Office Building, and State and Hamilton Places. An area for staging presidential and diplomatic motorcades would also be provided within the facility, as well as delivery docks. Similar to the proposed plan and alternative 1, this facility would be within a secured area, would provide protection from inclement weather, and would allow flexibility in staging motorcades. An underground parking facility would also eliminate congestion caused by parked and waiting vehicles on East and West Executive Avenues. Motorcades could continue to be staged on the surface, as needed, in addition to underground operations. Adequate space would be available for vehicles and drivers waiting for diplomats and other official visitors.

Two portals into the parking facility, each accessing one level, would allow uses to be separated, as needed. A portal along West Executive Avenue would be used for presidential and diplomatic motorcades and West Wing visitors, and a portal along State Place would be used for senior staff and deliveries. These separate access points would reduce conflicts between staff parking and official visitor/motorcade functions.

Easy underground access would be provided from the parking facility to the West Executive Avenue facility and to the West Wing. Visitors could be dropped off on the surface or underground in the parking facility. Vehicle movements along State Place could get congested as vehicles make 180° turns when entering and exiting the garage. While this parking facility was being constructed, interim parking would be leased offsite. Special provisions would be required to maintain access to the White House complex.

Approximately 850 parking spaces for other White House staff would be provided by either leasing parking spaces or constructing a new federal facility within a 10-minute walk of the complex. This action would provide protection from weather, would eliminate the theft and damage that has occurred to cars on the Ellipse, and would eliminate competition for parking spaces that occurs on the Ellipse. However, some employees perceive parking outside President's Park as being farther away and less safe than existing parking. The use of leased spaces would allow the number of spaces to be adjusted to fit future needs, whereas no additional surface parking can be provided. Under this alternative leasing would continue beyond the life of the plan, unlike the proposed plan and alternative 1 where leasing would be only for the life of the plan and a new facility would be constructed. Some form of security would be needed for any new facility.

Similar to the proposed plan and alternative 1, providing parking for White House staff (either in leased parking spaces or in a new federal facility) would likely increase employee parking costs beginning the fourth year of the plan. In accordance with current federal policies, parking costs are paid by employees. Monthly leased parking rates for the downtown D.C. area in 1996 averaged $146.

Deliveries. New underground delivery facilities south of the Old Executive Office Building would accommodate many of the daily deliveries, with distribution throughout the complex by way of underground service corridors. As described for the proposed plan, conflicts with other site activities (for example, between delivery trucks, parked vehicles, pedestrians, and service equipment in surface locations surrounding the White House) would be minimized. Some surface deliveries, especially for large items, would continue to be made throughout the complex.

Deliveries could be impeded by parking operations. The need for delivery trucks to make a 180° turn to enter the portal would be difficult for larger trucks, requiring a three-point turn and potentially causing congestion at the portal entrance. Additional security equipment and staff would be required to screen vehicles entering the State Place portal.

Staff Functions. As described for the proposed plan and alternative 1, providing underground pedestrian and service corridors would reduce conflicts with other activities and eliminate the need to use the ground floor of the White House as an access corridor. Providing better information and orientation for

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visitors as they enter President's Park would reduce the time spent by personnel at the gatehouses answering questions.

Conclusion

Similar to the proposed plan and alternative 1, new facilities for meetings, parking, deliveries, and staff circulation would meet current and future needs, while protecting and preserving significant cultural resources. The total number of staff parking spaces would remain at 1,140 spaces. Only 290 spaces would be immediately accessible to the White House complex; 850 offsite spaces could be perceived as being farther away and less safe. Regardless of whether 850 additional parking spaces for White House staff were leased or provided in a new facility offsite, most staff would have to pay a monthly leasing cost.

Access to the 290-space senior staff parking and delivery facility south of the Old Executive Office Building would require a 180° turn, causing congestion for staff and delivery trucks entering or exiting this portal at the same time.

Impacts on the News Media

Analysis

Two options are considered for a media facility:

- Remodel the existing space on both levels of the west colonnade. This option would not solve problems related to insufficient space as described under the no-action alternative. Very crowded conditions for work spaces and equipment storage would remain, resulting in continued safety concerns and a greater possibility of equipment being damaged. It would be difficult to provide infrastructure to support state-of-the-art equipment by remodeling existing spaces.

or

- Remodel the first floor of the west colonnade and construct a new facility under West Wing Drive. This option would add 9,700 square feet of space, eliminating current crowded work and storage functions and providing up-to-date infrastructure. A continued presence in the west colonnade would support the desire of media representatives to have immediate access to the press secretary. The lower level of the west colonnade would be returned to Executive Residence use.

Conclusion

Upgrading news media facilities in the west colonnade would not solve problems related to insufficient work space or a lack of infrastructure for technologically advanced communications equipment. Constructing a new facility and remodeling the first floor of the west colonnade would provide access to the press secretary and eliminate current space and equipment issues.

Visitor Experience

As described for the proposed plan and alternative 1, the overall experience for diplomatic and business visitors, as well as tourists, would be improved as a result of implementing the *Design Guidelines* and other similar measures to ensure that all parts of President's Park were perceived of as a unit.

Impacts on Diplomatic and Business Visitors

Diplomatic and business visitors to the White House would find no change in their experience, other than an improvement to the ambience as a result of the consistent use of design elements throughout the site and the absence of vehicles being parked on the surface. Visitors could continue to enter the West Wing on the surface, while their vehicles would be parked underground. An underground entrance on West Executive Avenue could be used as an optional entry/exit point, primarily by business visitors and persons attending meetings.

Impacts on Public Visitors

Analysis

Initial Impressions. As described for the proposed plan and alternative 1, pedestrian entryways to the White House and President's Park would signify for visitors that they were within a special, historic place. This sense would be enhanced by the absence of parked vehicles and public vendors along sidewalks and immediately adjacent streets, and by the lack of public traffic. A future citywide tour bus management plan would remove buses from staging on the site, thus eliminating noise and air pollution, and opening up formal sight lines to the White House.

For visitors on the south side of the site tunneling E Street would allow the Ellipse area to be reconnected with the White House grounds and the rest of President's Park, allowing them to appreciate the original design intent. Views of the south side of the White House by automobile would be available only on Constitution Avenue; the E Street view from passing automobiles would be eliminated.

Entrances to underground facilities south and west of the Old Executive Office Building and west of the Treasury Building would be within the formal approaches to these structures. Large truck and auto entrances immediately adjacent to the First Division Monument would detract from the general visitor experience in this area. Visitors in East Executive Park entering the visitor center could cause congestion for pedestrians at this location.

Information/Orientation. As much information as possible would be provided at the pedestrian entryways, with supplemental information and orientation services at the visitor center. Entryways to the north and east sides of President's Park (at Jackson and Madison Places on H Street, on Pennsylvania Avenue at 15th and 17th Streets, and on 15th and E Street) would be available to the high number of pedestrians entering at these locations. Well-designed signs, brochures, and other orientation materials, including information in other languages, would be easily available to visitors.

Visitor Center. A new 40,000-square-foot visitor center would be built south and west of the Treasury Building. As described for the proposed plan and alternative 1, this facility would provide information and orientation services for visitors, ticketing and staging for White House tours, personal visitor services, and White House Historical Association sales. An indoor location for most activities would protect visitors from inclement weather.

Interpretation and Education. As described for alternative 1, interpretive and educational opportunities in President's Park would be enhanced by outdoor exhibits, specialized programs focusing on the various resources at the site, and additional onsite and offsite interpretive programs. Living history programs centered on the history of the presidency, the White House, and President's Park would add another dimension to the visitor experience, helping somewhat to compensate for limited exhibits in the visitor center.

A smaller visitor center under this alternative would have limited space for museum displays and educational programs. While visitors would be able to learn about the history of the White House and President's Park and to see exhibits of items from the White House collection, these opportunities would not be as extensive as under the other action alternatives.

White House Tours. Similar to the proposed plan and alternative 1, visitors would pick up free tour tickets indoors at the visitor center. Future strategies for making tour arrangements in advance would give visitors more flexibility in planning for tours.

The visitor center under this alternative would provide immediate access to the visitor entrance building. After seeing an orientation film in theaters in the basement level, visitors would take escalators directly up to the entrance building and begin their tours; they would not have to pass through a corridor or wait outdoors.

Site Amenities. No commercial vending would be allowed on sidewalks within President's Park or along adjoining curb lanes, as described for the proposed plan. Food service would be encouraged by restaurants and other private concerns in nearby areas; no such facilities would be provided in the park. Minimal amenities such as restrooms, water fountains, and telephones would be provided at certain entryways.

Under this alternative site amenities would be provided in the side panels of the Ellipse. Shaded groves with benches and garden areas would encourage visitors to have a more leisurely experience.

Conclusion

Impacts on the experience for public visitors to the White House and President's Park would be generally favorable, as described for the proposed plan and alternative 1. Educational opportunities at the visitor center would be limited by the size of the facility; consequently, outdoor exhibits, specialized programs focusing on the various resources at the site, and additional onsite and offsite interpretive programs would be used to enhance the learning experience for visitors. Tunneling E Street would allow the Ellipse area to be reconnected with the rest of President's Park, allowing people to appreciate the original design intent.

Impacts on Pedestrians

Pedestrian access throughout the site would be improved, as described for the proposed plan. Tunneling E Street would remove a major barrier to pedestrian circulation on the south side; only official and emergency vehicles would use the walkways on the Ellipse to access West Executive Avenue. West Executive Avenue would remain restricted to public access. Visitors could enjoy views of the White House and the Washington Monument and Jefferson Memorial from various points on the Ellipse, plazas at the southern ends of East and West Executive Avenues, and along the south fence of the White House without concerns about traffic hazards. People in East Executive Park waiting to enter the visitor center could cause congestion for pedestrians.

Impacts on Local Residents

Passive and active recreational uses would be allowed to continue on the Ellipse, although passive uses would be encouraged. No permanent infrastructure would be provided.

Noise Impacts

Analysis

Noise levels at-grade along E Street midway between 15th and 17th Streets (where visitors stand to view the White House) would be lower than they are now because traffic would be underground. On E Street east and west of the park, noise levels for pedestrians at-grade could increase because traffic would be closer and traffic volumes higher.

Noise impacts on visitors, as well as workers in nearby buildings, would be primarily due to construction and the operation of mechanical equipment for underground facilities, as described for the proposed plan and alternative 1. Under alternative 2 pedestrians and occupants of nearby buildings (the Old Executive Office Building, the Treasury Building, the Commerce Building, and buildings on E Street west of 17th) could hear construction noise. Before each construction stage, potentially impacted parties would be notified, and measures to mitigate noise impacts would be included in contractor specifications. Design considerations for mechanical systems, as described for the proposed plan, could address any additional noise intrusions.

Conclusion

Noise levels at-grade along E Street midway between 15th and 17th Streets would be lower than now because traffic would be underground, but they could be higher west of the park because more traffic would be closer to pedestrians and workers in nearby buildings. New noise sources resulting from the operation of mechanical equipment for underground facilities would be minor or would be mitigated through design, as described for the proposed plan.

Special Events

Impacts on special events would be similar to those described for the proposed plan and alternative 1 except tunneling E Street would create a quieter, pleasanter background for events on the Ellipse. There would be no changes to the location and type of First Amendment demonstrations. No impacts on presidential inaugural parades are anticipated because any work would be finished before any future inaugural.

Impacts on Public Events

Analysis

Programs and special events on the site would be conducted in a manner that reflects the dignity of the site, heightening for visitors the sense of being in a special place. Special events would be reduced in scale and duration, and commercial aspects would be restricted, providing a quality visitor experience at all times within President's Park.

The types and sizes of events would be similar to those currently offered. Staging events at a permanent events plaza in the northeast panel of the Ellipse, as described for the proposed plan, would possibly change how events are laid out. Permanent infrastructure would allow state-of-the-art equipment to be used, and events could be staged more efficiently. The removal of the Ellipse pavilion and the loss of easily accessible restroom facilities would necessitate portable facilities having to be brought in for large events.

The visitor center would be north of the events plaza, reducing potential conflicts and confusion among event attendees and visitor center patrons. Tunneling E Street would provide a more pleasing background for events and allow participants unobstructed access throughout the site.

Impacts on the Pageant of Peace would be the same as described for the proposed plan, except that the absence of surface traffic on E Street would provide a pleasanter background.

Conclusion

The types and sizes of events would be similar to those currently offered. An events plaza would change how events are staged, potentially resulting in additional planning and equipment costs. The tunneling of E Street would allow for easy access and movement for event attendees, and the absence of through-traffic would provide a more pleasing background for events.

Impacts on White House Events

Impacts would be the same as those described for the proposed plan. Setup for White House events would be more efficient because of the addition of onsite storage for frequently used items and upgraded infrastructure. Facilities such as the visitor center would aid in the staging of special White House tours.

Transportation

Impacts on Access and Circulation

Analysis

Access to the White House Complex. For senior staff and business visitors to the White House complex, access would be more restricted under this alternative. The main access to the site would be by way of 17th Street and State Place. Access would not be provided from E Street on either the east or west side of the site. Access by way of Pennsylvania Avenue and E Street at 15th and 17th Streets would be restricted to motorcades and emergency vehicles.

Access for the parking facility south of the Old Executive Office Building would also be from 17th Street to State Place. This access, which would also be the main access for the complex, currently operates at or over capacity during morning and afternoon rush hours. This alternative would only aggravate problems at this intersection because State Place would have to operate as a two-way street, adding turn movements from 17th Street that do not currently exist. This would not be an acceptable condition for the main access to the White House complex.

Delivery access to the White House complex would also be by way of 17th Street and State Place to the facility south of the Old Executive Office Building. As previously discussed, this access route and the constraints of the turning radius into the garage would result in site congestion.

E Street. E Street would be designed as a two-way, four-lane tunnel between 15th and 17th Streets. Approximately 13,000 vehicles per day would use the E Street westbound lanes, likely diverting traffic from I Street, which currently operates at LOS F throughout the day; however, the tunnel would not provide enough additional traffic flow to improve the level of service on I Street. Other westbound streets would also benefit, but the change would not be as noticeable because these streets operate at LOS D. Traffic flows on both 15th and 17th Streets would benefit because E Street would be tunneled under each street; only minimal turn movements would be retained. The following design requirements affect the impact analysis (see appendix I for plan and profile diagrams of the tunnel):

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- A maximum street grade of 6.0% was assumed for tunnel approaches, and vertical curves were based on a design speed of 30 mph. The profile is further constrained by matching existing grades at the intersections of 18th Street and 14th Street. Along with a minimum vertical clearance of 16.5′, these factors would combine to limit the length of tunnel to approximately 1,880′, with a west portal about 150′ west of 17th Street and an east portal just east of 15th Street.
- Four travel lanes, with 5′ emergency walkways on each side, would be provided within the 60′ tunnel width. Tunnel construction would likely be of rigid frame concrete design.
- Existing westbound right turns from E Street onto 15th Street would be retained through a dedicated surface lane immediately adjacent to the tunnel approach. The remainder of this section through the 1400 block of E Street is sufficiently wide for a planter strip.
- Mechanical equipment for ventilating the tunnel and a pump station for stormwater drainage, as well as a lighting system, would be required.
- There would be no White House drive-by experience on E Street.

The visual impact of large expanses of concrete retaining walls on each side of the tunnel approaches could be mitigated by design treatments, such as built-in architectural elements, special form liners, or artistic murals and mosaics, that would better relate to the fabric of the buildings, monuments, and memorials that give the White House and President's Park their unique visual character. For example, rustications, stepbacks or battering of the walls, surface treatments (including color), and vertical pylons and pilasters would reflect the monumental scale, proportions, materials, and formality of the surrounding architecture. In addition, integrating railings, lighting, and other streetscape elements (possibly public art) along the tops of walls would provide attractive pedestrian sidewalks, alleys, and promenades connecting with the existing network of attractions and destinations.

In the 1700 block of E Street, 16 on-street, metered parking spaces along the south curb would be eliminated. In addition, existing driveways on both sides of the street would be eliminated. These driveways provide the only delivery access for the Corcoran Gallery, plus parking/delivery access for the United Unions and the American Red Cross buildings.

After exiting the tunnel, the two westbound lanes would make a double right turn onto 18th Street and would be routed one block north to westbound New York Avenue. To accommodate this additional traffic on 18th Street, a double left turn and signal timing changes likely would be required.

Tunnel construction would need to address groundwater due to high water table elevations in the area. As the tunnel is not sufficiently deep for effective boring operations, its construction would have to be accomplished through a conventional cut-and-cover method or construction from the top down with slurry walls. Both options would require closing E Street to through-traffic during construction, which would divert 12,000 vehicles per day to other eastbound streets in the downtown area. This additional traffic would overload these streets and result in slow speeds and stops during both the morning and afternoon peak periods.

During official White House events and motorcades, an E Street tunnel would not have to be closed to traffic, as occurs randomly now, and traffic would not have to be diverted to alternate routes. During arrival ceremonies for foreign heads of state, as many as 23 buses have double parked along E Street to provide personnel for the ceremonies. Under this alternative these buses could either continue to park on the pedestrian pathways on the Ellipse or move to Constitution Avenue during the event. The loss of traffic lanes on Constitution Avenue under the latter option would create traffic problems on this street.

Conclusion

Access to the White House complex would be more restricted under this alternative than any other alternative. The main access to the site for motorcades, staff parking, and deliveries would be by way of 17th Street and State Place; access for motorcades and emergency vehicles by way of Pennsylvania Avenue and E Street at 17th Street would continue. This alternative would add to existing traffic problems at the 17th Street / New York Avenue / State Place intersection, which would be the main access to the White House complex.

A two-way, four-lane E Street tunnel would be used by about 13,000 westbound vehicles per day (similar to alternative 1). While this use would likely divert traffic from I Street (which currently operates over capacity throughout the day) and other westbound streets, it would not provide enough additional traffic flow to improve the level of service on I Street. Less traffic on other westbound streets would not be as noticeable because these streets already operate under capacity.

Driveways in the 1700 block of E Street would be eliminated by tunnel portals. The E Street tunnel could remain open during official White House events and motorcades. During construction, eastbound traffic would be rerouted to adjacent streets, which would overload these streets and cause more congestion during rush hours.

Impacts on Public Parking

Impacts to on-street public parking would be similar to those described for alternative 1, with the elimination of 103 metered and time-limited parking spaces and 16 spaces along the south side of E Street between 17th and 18th Streets (which would be eliminated to accommodate the proposed widening and the west tunnel portal on E Street). The east tunnel portal would not eliminate any public parking. In addition, 506 parking spaces within President's Park currently available to the public during evenings or weekend days would be eliminated. This loss of parking would further constrain the limited on-street public parking supply in this area.

Impacts on Public Transit

The E Street tunnel portal would prohibit turn movements from southbound 15th Street east to Pennsylvania Avenue South, requiring five bus routes to be changed. Three of these routes provide all-day service, and two operate only during specific periods.

Impacts on Tour Buses

As described for the other alternatives, offsite tour bus parking locations would be addressed in a citywide tour bus management plan to be developed by the District and the National Capital Planning Commission. Short-term tour bus parking would be eliminated in President's Park. Impacts related to tour bus dropoff and pickup points within President's Park would be assessed when these points were designated. The E Street tunnel would eliminate the opportunity for tour bus drivers to offer drive-by views of the White House on E Street.

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Impacts on the Tourmobile

The Tourmobile route under this alternative would have to be changed because the Ellipse Drive would be closed to general traffic and E Street would be tunneled, with the entrance portals a block out on either side of President's Park. One alternate route under this alternative would be for the Tourmobile to turn north from Constitution Avenue to 17th Street, east on H Street, and south on 15th Street, back to Constitution Avenue. A loading/unloading area would have to be designated. Service would be affected because the future route would be in general traffic.

Impacts on Bicyclists

With no surface vehicular traffic on the Ellipse or E Street, the experience for bicyclists would be improved, assuming they had access to surface paths.

Socioeconomic Environment

Impacts on D.C. Revenues

Analysis

Parking Meter Revenue. Impacts on parking meter revenue for the District of Columbia would be the same as alternative 1: a total of 53 metered spaces would be lost on 17th and E Streets. Parking meter revenue losses are estimated at $205,496 per year and $4.1 million for 20 years (see table 23).

Leased Parking Revenue. Leased parking revenues under alternative 2 for a total of 850 spaces for White House staff would be the same as described by the proposed plan. If the spaces were leased, the estimated loss in D.C. parking tax revenue would be $247,836 per year, based on an average bulk lease rate of $202. Total district parking revenue losses would equal $5.9 million over the life of this plan. The estimated cost to employees would be $164 per month per space in year four, totaling $1.7 million annually and $39.7 million over the 20-year life of this plan (see table 19).

Property Tax. One option to leasing the 850 permit parking spaces would be to construct a new 850-space parking facility within a 10-minute walk of the White House. It is assumed that this five-level parking facility is 253,000 square feet, requiring 52,500 square feet of land. Using a current property value estimate of $100 to $120 per square foot, the value of a building this size would be $25.3 million to $30.4 million.

Assessed values for commercial property are required to be at 100% of current market value. Therefore, D.C. property tax losses can be estimated by multiplying the estimated property value by the current tax rate for commercial property. The current assessed value for the property would be equal to the land acquisition costs. Based on a current tax rate of $2.15 per $100, the property tax losses are estimated to be $543,950 to $652,740 for 253,000 square feet of commercial development (see table 25). Actual tax rates would vary by property, based on land improvements.

TABLE 25: PROJECTED D.C. PROPERTY TAX LOSSES — ALTERNATIVE 2

Size	253,000 sq. ft.
Value	$100–$120/sq. ft.
Tax Rate	$2.15/$100
Annual Tax Loss	$543,950–$652,740

SOURCE: BRW.

Vendor Revenue. Unless relocated to other spaces in the downtown area, removing 26 vendor spaces would result in revenue losses to the District of Columbia of $42,068 annually, or $841,360 over the 20-year life of the plan (the same as for the proposed plan and alternative 1).

Conclusion

Estimated total annual D.C. revenue losses by the fourth year of the plan would be $495,400 (the same as alternative 1), compared to $460,348 under the proposed plan. Over the 20-year life of this plan the estimated loss could be $10.8 million, compared to $10.1 million under the proposed plan. If vendors were relocated to another downtown area, these impacts would not be as great.

If an 850-space offsite parking garage was built in lieu of leasing spaces, the total annual loss to the District would range from $791,514 to $900,304 because of decreased property taxes. This impact would extend beyond the life of this plan.

Impacts on Vendors

As described for the proposed plan and alternative 1, removing 26 vendor spaces within President's Park could result in an annual loss of $14.2 million in total business volume and $1.4 million in annual business profits for the affected vendors. Over the 20-year life of the plan the estimated loss would be $28.5 million. If these spaces were relocated to another downtown area, this impact would be reduced.

Impacts on Local Businesses

Analysis

Four driveways along both sides of the 1700 block of E Street would be eliminated by the west tunnel portal. Two driveways access the American Red Cross building from E Street, and new access drives off 17th Street or D Street would be needed. Access to the alley between the United Unions and the Corcoran Gallery, which leads to a reserved parking area on the north side of the building, would also be eliminated, as well as access to the Corcoran Gallery delivery facility. Replacing this parking ramp would require major reconstruction at the gallery.

The west tunnel portal would result in the loss of 16 on-street metered parking spaces, the same as described for alternative 1. This would result in the same impacts on adjacent institutions.

Institutional and other local business impacts associated with the removal of 50 time-limited and metered parking spaces on 17th Street, as well as the loss of after-hours and weekend parking on Ellipse roadways, would be the same as for the proposed plan.

The impacts on area businesses related to a federal lease of 850 parking spaces is difficult to measure. As discussed for the proposed plan, a 1996 informal field survey by GSA personnel indicated 26 public parking garages within the study area, with a total of 4,500 spaces. A federal lease of 850 spaces (19% of the public parking spaces within a 10-minute walk of the White House) could have some impact on the overall attractiveness of these buildings for the private rental market. Alternatively, if the 850 spaces were provided in a new federal structure rather than being leased from private operators, there would be no reduction in the parking supply for local businesses.

Conclusion

The E Street tunnel portal on the west would eliminate four access points along the 1700 block of E Street, adversely affecting adjacent businesses, especially the Corcoran Gallery (the feasibility of an alternative access to its delivery facility is unknown). The loss of 66 metered and time-limited parking spaces

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would result in minor inconvenience to adjacent businesses, as well as local residents and visitors using these spaces during evenings and weekends. The long-term lease of 850 parking spaces near President's Park (19% of the public parking spaces within one to two blocks of the study area) could affect businesses and office buildings relying on these spaces for customers and tenants. Alternatively, a new federal parking structure would not affect the leased parking supply.

Construction and Operation Impacts

Analysis

Construction Impacts. The construction budget for alternative 2 would be approximately $271.8 million (which includes upgraded and new media facilities, but not a new offsite parking garage). Construction would take place in four five-year phases over a 20-year period, with construction-related impacts assumed to occur in equal increments by year within each phase (the phases are similar to those described for the proposed plan; see appendix E).

Direct and indirect effects on jobs and earnings for the metropolitan and D.C areas are shown in table 26. Based on standard regional input/output modeling system multipliers, overall construction-related employment per phase would range from 111 to 870 for the metropolitan area and from 22 to 171 for the D.C. area. Overall earnings by phase are estimated to range from $2.6 million to $20.3 million for the metro area and from $500,000 to $4.6 million for the District. (The greatest

TABLE 26: CONSTRUCTION IMPACTS — ALTERNATIVE 2

	PHASE 1 (YEARS 1–5)		PHASE 2 (YEARS 6–10)		PHASE 3 (YEARS 11–15)		PHASE 4 (YEARS 16–20)	
	Jobs	Earnings*	Jobs	Earnings*	Jobs	Earnings*	Jobs	Earnings*
Metro Area Direct Jobs	159	$4.0	394	$10.0	133	$3.4	50	$1.3
Indirect Jobs	192	4.2	476	10.3	161	3.5	61	1.3
Total Jobs	351	$8.2	870	$20.3	294	$6.9	111	$2.6
District Direct Jobs	56	$1.4	138	$3.5	47	$1.2	18	$0.4
Indirect Jobs	13	0.4	33	1.1	11	0.4	4	0.1
Total Jobs	69	$1.8	171	$4.6	58	$1.6	22	$0.5
Total Construction Value per Phase**	$58.7		$145.4		$49.1		$18.7	
Total Construction Value per Year	$11.7		$29.1		$9.8		$3.7	

NOTES:	Metro Area	D.C.
Overall employment:	30.0 per million dollars	5.9 per million dollars
Employment multipliers:	2.21	1.24
Overall earnings:	0.70 × construction value	0.156 × construction value
Earnings multipliers:	2.03	1.31

* Earnings in millions of dollars.

** Total construction estimate = $271.8 million (with upgraded and newly constructed news media facilities; does not include a new offsite parking garage; see appendix E).

impact would be during the second five-year phase of implementation, when a new visitor center and museum would be built.) As explained for the proposed plan and alternative 1, the capture of direct employment and earnings by the District of Columbia could be increased with specific hiring practices requiring that a certain percentage of jobs be filled by D.C. residents.

Long-Term Impacts. No significant gains in long-term employment are anticipated under alternative 2. The visitor center could increase employment by one or two jobs due to the proposed expansion.

Conclusion

Estimated construction costs over the life of the plan would total approximately $271.8 million. As described for the proposed plan and alternative 1, other than the creation of short-term, construction-related jobs throughout the life of the plan, there would be no significant gains in long-term employment.

Site Management and Operations

Impacts on Operations

As described for the proposed plan and alternative 1, there would be no additional effect on site operations due to visitor arrivals for special events or ceremonial functions.

Additional staff could be required to implement actions under this alternative, including landscape maintenance and visitor center operations. A comprehensive landscape management plan would help ensure a consistent level of maintenance for all areas of President's Park.

Impacts on Maintenance

The development of a satellite maintenance facility within immediate access of President's Park would provide additional equipment and storage needs, reduce travel times, and increase staff efficiency by having day-to-day operations headquartered closer to the site, but not onsite. Driving times would be slightly longer.

As described for the proposed plan, providing an events plaza and permanent infrastructure on the Ellipse for special events would make setup and breakdown activities more efficient and reduce impacts on turf areas. Spending less time to restore damaged areas would allow maintenance staff to concentrate on other activities.

Tunneling E Street would allow the Ellipse to be more closely tied with the rest of President's Park. Creating more informal garden areas on the Ellipse, as described for the proposed plan and alternative 1, would increase site maintenance activities. However, the absence of traffic on E Street and improved infrastructure and nearby maintenance facilities would offset this additional time.

Impacts on Utilities

Analysis

The construction of the E Street tunnel would be the major utility concern associated with alternative 2. This tunnel would be up to 25′ belowgrade and would require grade adjustments for approximately 500′ on each approach, west of 17th Street and east of 15th Street. In addition, there would be a parking garage under the south plaza of the Old Executive Office Building and West Executive Avenue and a visitor center south and west of the Treasury Building. When specific designs were drawn for underground structures, utility lines would be precisely located through surveys so remedial actions could be incorporated in the designs. Discussions with utility owners and the District of Columbia would also be initiated to determine relocation plans and costs.

Public Utilities. The main impact to public utilities caused by the E Street tunnel would be at 15th Street and 17th Street and the east and west approaches to the tunnel. Major facilities include an 18-conduit telephone ductbank and a 4″ gasline in 17th Street and a 12″ gasline in 15th Street, plus miscellaneous electric conduits in each street. The tunnel crossings at 15th and 17th Streets could potentially be bored under the streets without affecting existing utilities in the streets; however, the approaches on E Street would require each utility line to be relocated.

Waterlines. The 24″ diameter waterline that parallels E Street would be affected by the E Street tunnel and approaches, and the entire waterline from 14th Street to 18th Street would probably have to be relocated. The 12″ waterline in 15th Street might have to be relocated around the east approach to maintain proper cover. Utilities would need to be relocated to allow construction of the westside parking and delivery facility. Utilities also might need to be relocated because of the new visitor center near the Treasury Building.

Sewers. The 9′8″ sanitary/storm sewer under the Ellipse would cross the E Street tunnel just west of 15th Street. The following options have been considered:

(1) Reroute the sewer around the tunnel — This would require the installation of a new sewer facility along the upstream (north) side of the tunnel and paralleling E Street to 18th Street and then south to intercept the existing sewer at D Street.

(2) Upgrade other sewer facilities in the area to compensate for any lost capacity if the sewer was abandoned — This scenario would require the addition of several lateral service lines to carry flows from the President's Park area. The separation of storm and sanitary effluent would be required under either option 1 or 2.

(3) Lower the sewer under the E Street tunnel and install a pumping lift station on the downstream side to elevate the effluent back to existing sewer grades.

The E Street tunnel would also interfere with a 3′6″ sanitary/storm sewer in 17th Street and an 18″ diameter storm sewer in 15th Street. Each of these facilities would have to be rerouted around the approaches along E Street, possibly in the manner described above.

Utilities would also need to be relocated to accommodate new underground facilities south and west of the Treasury Building.

Conclusion

Utilities — including telephone, gas, electric, water, and storm/sanitary sewer lines under E, 15th, and 17th Streets — would be significantly affected by the construction of an E Street tunnel and would have to be bored under or relocated. The construction of a parking/delivery facility south of the Old Executive Office Building and of a visitor center south and west of the Treasury Building would also affect utilities at these locations.

Irreversible and Irretrievable Commitments of Resources

As described for the proposed plan, the implementation of this alternative would result in commitments of a range of natural, physical, human, and fiscal resources. Land used for the construction of proposed facilities would be irreversibly committed during the period a facility was in place. Fossil fuels (oil, gasoline), labor, and construction materials used for proposed facilities and infrastructure are generally not retrievable. These materials are not scarce, and their use would not affect their current availability or supply. The one-time expenditure of public funds would not be retrievable.

Construction activities, particularly on the north grounds of the White House, could result in the irretrievable loss of commemorative trees associated with certain presidents.

The Relationship of Short-term Uses of the Environment and the Maintenance and Enhancement of Long-term Productivity

As described for the proposed plan, short-term displacements or disruptions to vistas, traffic to the White House complex, pedestrian movements, the visitor experience, and site operations (such as deliveries) would result from underground construction projects throughout President's Park. However, upon completion these facilities would serve to improve all the functions temporarily disrupted, as well as overall visual quality. Experiences for pedestrians and visitors would be improved, and White House operations would be enhanced. At no time would important functions necessary to executive operations of the government be impeded.

Tunneling E Street would require this street to be temporarily closed, resulting in increased congestion on surrounding streets (approximately one to two years). However, once the tunnel was completed, four traffic lanes would be restored, providing some additional traffic capacity to the downtown area.

Cumulative Impacts

Construction-related losses of American elms on the Ellipse in addition to the loss of other elms on the National Mall would contribute to the continued decline of these trees throughout the city.

As previously described, the alternatives for the long-term design of Pennsylvania Avenue and for the northside and southside barrier replacement projects (including a new alignment for a section of South Executive Avenue on the west side of the First Division Monument) have been coordinated with the overall goals of this *Comprehensive Design Plan and Draft Environmental Impact Statement*. As these efforts are implemented, they should foster the consistent use of designs and materials throughout President's Park.

As described for the proposed plan and alternative 1, the National Park Service is continually seeking to provide an exceptional experience for visitors to the Monumental Core. Future changes at existing sites, the addition of new sites, and improved transit systems and parking options would all enhance the visitor experience. A positive visitor experience would benefit the city because visitors would be more likely to return in the future or encourage others to visit.

Relationship to Other Plans and Efforts

Tunneling E Street would support the objectives of many of the plans listed in the "Relationship of this Document to Other Plans and Efforts." In particular, this action would enhance the historic landscape, other cultural resources, and the pedestrian experience.

E Street as a four-lane roadway would be consistent with NCPC's 1996 plan, *Extending the Legacy*, which identifies E Street as a secondary connector in the transportation system. However, placing the roadway in a tunnel would not be consistent with this plan's objective to recapture vistas.

Other elements such as support for public transit, a system of shuttles and outlying parking areas for visitors, visitor services, open space, and consistency in design elements would also be provided in this alternative. Elements of the Comprehensive Plan Amendments Act of 1994 and the 1997 *Transportation Plan* would also support components of this alternative. Improved Metrorail hours and outlying parking as a result of a District transportation plan would help meet White House staff and visitor needs. Vendors would be removed from the park, which would conflict with some D.C. goals.

Not providing additional parking for White House staff would be consistent with the *Long-Range Transportation Plan for the National Capital Region*, which encourages the parking supply to be managed to help improve air quality, reduce traffic congestion, and support public transportation. The *Comprehensive Plan for the National Capital* recommends maximizing the use of public transportation and high-occupancy vehicles, specifically in the central employment area. However, long-term leased parking for White House staff could further constrain available short-term and business patron parking in public garages. This effect would continue beyond the life of the plan.

All NPS planning initiatives would be supported.

IMPACTS OF ALTERNATIVE 3

Cultural Resources

Impacts on the Cultural Landscape

Analysis

Removing surface parking throughout President's Park and the White House complex, removing E Street, and moving special events from the Ellipse to other sites in the metropolitan area would greatly improve views from the White House across the Ellipse area to the Washington Monument and the Jefferson Memorial. Wide pedestrian pathways would be designed in place of E Street, visually linking the White House grounds and the Ellipse area. Moving special events, other than First Amendment activities, offsite would also protect the turf and other resources, further contributing to the appearance of the area.

Implementing *Design Guidelines* for the site would help ensure the use of consistent design elements and materials, creating a unified character for the White House and President's Park. Individual areas would retain their special ambience, but the use of integrated design elements would reinforce the site's formal setting.

Establishing pedestrian entryways would introduce new landscape elements and concentrate visitor traffic at these areas. Existing memorials would be retained, but not encouraging additional memorials would minimize new intrusions on views.

Under this alternative the emphasis on using existing buildings would minimize new structural intrusions on the historical scene and views. Views to and from the south side of the White House would be temporarily affected while E Street was being replaced with pedestrian walkways. Views to and from the north side of the White House would be affected during construction of the northside garage. The storage of construction equipment, supplies, and structures for meeting and news media facilities in the north courtyard of the Old Executive Office Building would temporarily affect the setting of that national historic landmark.

Home and Office of the President. Building a meeting facility above- or belowground in the north courtyard of the Old Exeuctive Office Building would not affect the setting this historic structure, although it could affect the integrity of the building (see "Impacts on Historic Buildings and Structures").

As described for the proposed plan and alternative 1, an entrance portal on West Executive Avenue to the northside parking garage would be a new intrusion in the landscape. West Executive Avenue would be redesigned to retain its general character as a roadway. Constructing a staff circulation corridor along the north side of the White House would put two fern-leaf beeches near the west wing (one planted by President Johnson in 1968, and one by President Nixon in 1972) at risk. Redesigning the present NPS White House grounds maintenance facility would affect the surrounding landscape during construction, but proper design would mitigate any adverse visual effects.

Visitor Use and Services. Expanding the visitor center in the Commerce Building, with new construction belowgrade as described for the proposed plan, would have minimal long-term impacts on the settings of the adjacent Fifteenth Street Financial Historic District, the

Pennsylvania Avenue National Historic Site, and the Federal Triangle Historic District.

Constructing an access tunnel under 15th Street for visitors taking the White House public tour would funnel up to 5,000 visitors during the morning tour period onto the Ellipse, similar to what happens now. Alternatively, providing an access corridor directly to the visitor entrance building would reduce the daily assembly of people on the Ellipse.

If visitors entered the White House visitor entrance building directly from the visitor center, the entrance building would have to be redesigned to accommodate an escalator, a stairway, and an elevator (as described for alternatives 1 and 2). Any redesign would need to ensure that the design complemented the present site character.

Similar to alternative 1, discouraging active recreation (such as softball) on the Ellipse would help create a space more suited to passive activities, contributing to the park's formal setting.

Special Events. Moving large-scale events to other sites would diminish physical resource impacts, helping protect formal vistas and enhancing the setting. However, eliminating special public events would be somewhat contrary to the intent of early designers who saw this area as a point of public assembly.

Transportation. Closing E Street, thereby removing traffic that has become increasingly intrusive over the last 60 years, and replacing the roadway with wide pedestrian paths, would improve the ambience of this area and help unify the site. These efforts would enhance resource protection and reinforce the original design intent for wide, uninterrupted approaches to the President's House. The appearance of Ellipse Drive would be maintained, with curblines, sidewalks, and other roadway amenities. The absence of traffic noise would complement the formal setting.

Conclusion

Alternative 3 would have perhaps the most positive effects on the cultural landscape of the White House and President's Park by removing surface parking, closing E Street, and relocating special events on the Ellipse to other sites in the city. Without the intrusion of traffic on E Street, the south grounds of the White House and the Ellipse area could be visually linked, unifying President's Park and complementing the formal setting. Relocating special events on the Ellipse to other sites would further reduce visual intrusions. Two commemorative trees on the White House grounds could be damaged or lost as a result of construction.

Impacts on Archeological Resources

Analysis

As described for the other action alternatives, archeological resources would be protected through (1) surveying, testing, and recording resources, (2) preparing a survey for the property, and (3) making the collection available for study by scholars.

Potential impacts on archeological resources under this alternative would result from (1) constructing a 290-space parking facility under Pennsylvania Avenue and a parking garage expansion either under Pennsylvania Avenue or at the Office of Thrift Supervision, (2) potential belowgrade meeting and press facilities in the north courtyard of the Old Executive Office Building, (3) a belowground expansion of the visitor center in the Commerce Building (the same as the proposed plan), (4) four pedestrian and service corridors (a pedestrian corridor for White House tours would either extend from the visitor center at the Commerce Building to the White House visitor entrance building, or just under 15th Street to the Ellipse), and (5) a rerouted steamline (the same as the other alternatives). Any potential impacts could be mitigated through surveys, monitoring, and recordation.

Conclusion

The potential loss of archeological resources would be mitigated through surveys, monitoring, and recordation.

Impacts on Historic Buildings and Structures

Analysis

Home and Office of the President. *Executive Residence* — Providing indoor recreation space for the first family in the west colonnade would help meet existing needs and minimize the potential for future impacts on historic resources and the surrounding cultural landscape. During the Franklin Roosevelt administration the west colonnade had previously served this function, and the proper development of facilities would not materially affect cultural resources in this area.

Executive Office Support Services — The following impacts would be the same as those described for the proposed plan:

- Cultural resource impacts related to visitor traffic, including motorcades and security vehicles, would be minimal, consisting of airborne vehicular pollutants and visual intrusions on the historic landscape. Air and filtering systems in underground parking facilities would lessen the potential for some air pollution and airborne damage to stone and metallic resources.
- The placement of security equipment would continue to have potential effects on historic resources and the cultural landscape. Mitigations for effects would be developed through a continuing dialogue between the National Park Service and the U.S. Secret Service.

Under this alternative developing meeting space and media facilities in the interior north courtyard of the Old Executive Office Building, unless entirely belowground, would interfere with the building's original architectural design. This structure was designated a national historic landmark in 1969, and an abovegrade installation would constitute an adverse effect by introducing an element into the original design that could not be mitigated. Any effects on the integrity of the building with the development of an underground facility would require an extensive assessment of historic foundation systems to ensure that resource integrity would not be compromised during construction. Any impacts would have to be mitigated through design.

Visitor Use and Services. As described for the proposed plan, expanding the White House visitor center in the Commerce Building would be done with consideration for this structure's eligibility for listing on the National Register of Historic Places. Character-defining details and spatial arrangements integral to the building's design would be respected throughout the planing, design, and construction process.

Transportation. The appearance of the Ellipse Drive as a roadway could be maintained by retaining curblines, sidewalks, and other roadway amenities.

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Conclusion

As described for the other action alternatives, ongoing impacts on historic resources in the White House complex caused by inappropriate uses would be relieved by providing new facilities. However, accommodating meeting and news media functions in the interior north courtyard of the Old Executive Office Building, unless entirely belowground, would interfere with the original design of this national historic landmark, constituting an adverse effect that could not be mitigated. Any effects on the integrity of the building with the development of an underground facility would have to mitigated through design.

Impacts on Fine and Decorative Arts

Providing proper emergency storage and stabilization facilities would help ensure the protection of the museum collection. This facility would also allow some pieces to be kept onsite, reducing the potential for damage during shipment.

Natural Resources

As described for the other action alternatives, the construction of belowground facilities could affect and be affected by subsoil and groundwater conditions. Appendix E lists the proposed construction method (cut/cover or tunneling) for each such structure. Vegetation and soil mitigation measures that would be employed during construction to protect vegetation are outlined in the "Mitigating Measures" section.

Also as described for the other action alternatives, many of the proposed actions have only been conceptually designed. When final designs were undertaken (once a proposed plan has been approved and funding acquired), an environmental assessment would be conducted in order to (1) analyze site-specific impacts, (2) ensure that all facilities and design details are in concurrence with the proposals and guidelines presented in this document, and (3) identify measures to minimize or mitigate impacts to all resources and site activities.

Geotechnical Considerations: Subsoils and Groundwater

Geotechnical site constraints and construction issues would be generally the same as those outlined for the proposed plan. The pedestrian corridor from the visitor center to the visitor entrance building at the White House would be of particular concern. As noted for all the alternatives, site-specific investigations would be needed for all underground structures.

Impacts on Water Resources

Impacts on surface and groundwater would be similar to the proposed plan, including the reduction of oil, gas, and other waste contaminants in runoff from surface parking areas around the Ellipse and on West Executive Avenue.

Impacts on Vegetation and Soils

Analysis

As discussed for the action alternatives, vegetation could be changed as a result of constructing underground structures. Trees or shrubs removed or lost during construction would be replaced in kind with stock from an NPS nursery or other cooperating horticultural institutions; however, the plants would likely be smaller than existing vegetation. Some trees would be permanently lost and not replaced. Damage to commemorative trees would be avoided where possible.

White House Grounds and West Executive Avenue. As described for the other alternatives, constructing an east/west staff circulation corridor from the Old Executive Office Building to the Treasury Building would affect vegetation north of the White House. Constructing a pedestrian corridor from the northside parking facility to the White House complex would result in the loss of nine oaks along the northern end of West Executive Avenue.

Ellipse. Eliminating special events from the Ellipse area would reduce repeated impacts on vegetation and turf caused both by large crowds and the installation of infrastructure. First Amendment events would continue, along with some ongoing damage to soils, turf, and other vegetation.

Relocating the steamline away from the Ellipse would eliminate conditions causing dead turf throughout much of the year.

Sherman Park. A pedestrian corridor from the visitor center to the White House visitor entrance building would be tunneled around Sherman Park to avoid impacts to as many mature willow oaks as possible. Tunneling would also ensure that Sherman Park retained its present appearance. Outside Sherman Park, some oaks and other species along South Executive Avenue and East Executive Park would be removed for the construction of the rest of the pedestrian corridor.

Conclusion

Vegetation and soil impacts would be less under alternative 3 than under the other alternatives. Many Executive Office functions, such as meeting space, staff parking, and general storage, would be provided within existing buildings, and new development would be limited.

Home and Office of the President

Impacts on Executive Residence Operations

Analysis

As described for the other action alternatives, noise from construction and the visibility of construction activities could intrude on peace and quiet for the first family. Measures to minimize disruptions would be identified before any construction was initiated.

Indoor Recreation Space. Approximately 2,400 square feet on the upper and lower levels of the west colonnade would be returned to the use of the first family for recreation, a historical use of this area. The space is directly accessible from the Executive Residence, making it convenient, providing flexibility for future needs, and offering a greater sense of normal living for both children and adults.

Storage. Storage areas would be developed in two locations: an 8,000-square-foot area west of the White House complex in the lower levels of the Office of Thrift Supervision, and a 2,000-square-foot area under West Executive Avenue. Materials and supplies would be stored in the OTS space and transported to Old Executive Office Building and the rest of the White House by way of underground service corridors.

As described for the other alternatives, these storage areas would eliminate the repeated movement of furnishings, equipment, and supplies from offsite locations, as well as continuous security checks as materials are brought into the complex. Compared to other alternatives, storage space at the Office of Thrift Supervision would be less convenient and farther from the Executive Residence, potentially reducing the usefulness of the space. However, 2,000 square feet of space under West Executive Avenue could be used to store more frequently used items. Spaces in the White House now used for storage could be returned to more appropriate uses. The proposed storage area would replace existing uses within the basement level of the Office of Thrift Supervision. A space utilization study would be undertaken in conjunction with OTS building management to determine where current uses could be relocated.

Public Access. As described for the other alternatives, the various functions associated with the White House would have to be balanced, including meeting presidential needs, providing public tours, and ensuring privacy for the first family. Presidential business or state functions would continue to preclude public access at certain times.

Conclusion

Providing indoor recreation space for the first family in the west colonnade would be desirable because it is private space directly connected and easily accessible to the Executive Residence. As described for the other alternatives, a separate staff circulation corridor would provide additional privacy for the first family. Also, the first family's need for privacy would continue to be balanced with the public's need for access to the White House.

New storage space would increase the efficiency of Executive Residence operations and allow existing space being used for temporary storage to be returned to more appropriate uses. Storage locations in the Office of Thrift Supervision and under West Executive Avenue would not be as convenient or accessible to residence staff and could interfere with other functions such as deliveries because a common corridor would be used.

Impacts on Executive Office Support Services

Analysis

Visitor Arrivals. Arrivals of diplomatic and business visitors and guests to the White House would continue in existing locations. As described for the proposed plan, diplomats and business visitors would also be able to enter the White House complex directly from the northside parking facility.

Meeting/Conference Space. Under this alternative new development within the White House complex would be minimized, and meeting space would be provided in the north courtyard of the Old Executive Office Building. This would make the facility farther from the West Wing, as well as the northside parking facility, and less convenient for staff operations.

Parking. As described for the other alternatives, surface parking would be eliminated. A total of 1,140 parking spaces would be provided by (1) constructing a 290-space facility under Pennsylvania Avenue for motorcades, diplomatic and business visitors, senior staff, and some security vehicles, (2) either expanding the northside garage or the garage at the Office of Thrift Supervision by 200 spaces, and (3) either leasing 650 spaces or constructing a new facility for that many vehicles within a 10-minute walk of the White House. During the construction of parking facilities, staff parking would be leased offsite.

As described in the proposed plan, two portals into the northside facility would allow for uses to be separated as needed. Motorcades, diplomats, and business visitors could use the West Executive Avenue entrance, while senior staff could use the NEOB entrance.

Access to an expanded parking facility (either in the two lower levels of the Office of Thrift Supervision or under Pennsylvania Avenue) would be by way of F Street through the Office of Thrift Supervision; cars would exit onto G Street. (If 200 spaces were added under Pennsylvania Avenue, they would be separate from the 290 spaces for senior staff and motorcades, and they would not be accessible from the New Executive Office Building or West Executive Avenue; a below-ground access corridor would be built from the Office of Thrift Supervision.) Traffic constraints on adjacent streets preclude the addition of parking at both locations.

A total of 650 parking spaces would be provided in a new facility nearby or leased offsite. As previously discussed, leased parking is available within a 10-minute walk of the White House complex and is currently being used by the public. Some form of security would be needed for any new facility.

As described for alternative 2, parking in a secure facility would reduce theft and damage that have occurred to cars parked on the Ellipse. Some staff would perceive parking outside President's Park as being farther away and less safe. An expanded northside garage could alleviate some of these concerns because the White House complex would be accessible by way of underground corridors. Using spaces in the Office of Thrift Supervision might also alleviate staff concerns because of its proximity to the Old Executive Office Building. For parking offsite escorts or shuttle services would have to be provided after business hours to ensure staff safety. The use of leased spaces would also allow the number of spaces to be adjusted to fit future needs, whereas no additional surface parking can be provided.

Similar to the other alternatives, providing parking for White House staff (either in leased parking spaces or a new federal facility) would likely increase parking costs for employees beginning the fourth year after the plan is approved. In accordance with current federal policies, parking costs are paid by employees. Monthly leased parking rates for the downtown D.C. area in 1996 averaged $146.

Expanding the parking garage in the Office of Thrift Supervision would result in temporary impacts at this structure as well as on adjacent streets. For the duration of the construction period, approximately 40 OTS parking spaces would be temporarily moved offsite to leased spaces because, depending on the construction technique, the space would be needed for construction vehicle access. The movement of construction vehicles through OTS would affect the current operation of the facility, including occasionally restricting access to the garage. Construction at this site could also require lane closures on adjacent streets. Major utility relocations could also be required for the expansion of the parking garage. Below-grade walls adjacent to the OTS building have collapsed in the recent past due to excessive water and unstable fill. Any parking expansion would have to address these factors to prevent potential damage to the OTS building.

Deliveries. Deliveries on the west side of the complex would be made through three loading docks at the existing Office of Thrift Supervision, with deliveries throughout the complex handled through an underground service corridor. Such a facility would have the same advantages described under the other alternatives, and it would be about the same distance from the White House as the NEOB facility (as in the proposed plan). Because of the offsite location, additional security measures and staff would be required at the Office of Thrift Supervision. As in all alternatives, some surface deliveries would continue throughout President's Park.

Providing White House deliveries through the OTS delivery facility would require the docks to be shared with the tenants of the building (the Office of Thrift Supervision, plus a child care center and two restaurants). Currently 350 to 400 deliveries are received each month. A distribution/capacity study for deliveries would be undertaken to determine how additional deliveries could be handled between the docks and the first lower level. Additional modifications to the building could be required to increase delivery capacity.

Staff Functions. As described for the other alternatives, providing underground pedestrian and service corridors would reduce conflicts with other activities and eliminate the need to use the ground floor of the White House as an access corridor. Providing better information and orientation for visitors as they enter President's Park would reduce the time spent by personnel at the gatehouses answering questions.

Conclusion

As described for the other action alternatives, new facilities for meetings, parking, deliveries, and staff circulation would benefit Executive Office support functions by meeting current and future needs, while protecting and preserving significant cultural resources. A total of 1,140 replacement parking spaces would be provided. The location of facilities, unless noted below, would not affect the type or magnitude of the beneficial impact.

- Meeting space would be farther from the West Wing.
- As described for the proposed plan and alternative 1, 290 spaces would be provided under Pennsylvania Avenue for motorcades, diplomatic and business visitors, and senior staff. Staff parking for an additional 850 vehicles would be provided by (1) adding 200 parking spaces either under Pennsylvania Avenue (with access by way of a tunnel from the Office of Thrift Supervision) or at the Office of Thrift Supervision, and (2) providing 650 other spaces within a 10-minute walk of the White House complex, either in leased facilities or a new federal parking garage. Offsite spaces could be perceived as being farther away and less safe.
- Deliveries through the Office of Thrift Supervision would require additional security measures.

News Media Facilities

Analysis

Approximately 10,900 square feet of media space would be provided in the Old Executive Office Building, with all amenities provided in the other alternatives, including presidential briefing space, storage, work space, and modern infrastructure. As described for the proposed plan, providing adequate space for the media would eliminate overcrowding and safety problems. However, this location would lengthen the access route to the press secretary in the West Wing.

Conclusion

News media facilities in the Old Executive Office Building would be farther from the West Wing than under the other alternatives, lengthening the access route to the White House press secretary in the West Wing.

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Visitor Experience

As described for the other action alternatives, the overall experience for visitors to the White House and President's Park would be improved as a result of implementing the *Design Guidelines*, which would help ensure that all parts of President's Park are perceived of as a unit.

Impacts on Diplomatic and Business Visitors

Diplomatic and business visitors to the White House would find no change in their experience, other than an improvement to the ambience as a result of the consistent use of design elements throughout the site and a lack of vehicles being parked on the surface. Visitors could continue to enter the West Wing on the surface, while their vehicles would be parked underground. An underground entrance on West Executive Avenue would be used primarily by business visitors and persons attending conferences.

Impacts on Public Visitors

Analysis

Initial Impressions. As described for the other alternatives, pedestrian entryways to President's Park would signify for visitors that they were within a special, historic place. This sense would be enhanced by the absence of parked vehicles and public vendors along sidewalks and immediately adjacent streets, and by public traffic restrictions. A future tour bus management plan would provide offsite tour bus parking, thus eliminating bus noise and air pollution, and opening up sight lines to the White House.

For visitors on the south side of the site, closing E Street and creating wide pedestrian paths would unite the Ellipse area with the White House grounds and the rest of President's Park. Views of the south side of the White House from automobiles and tour buses on E Street would be eliminated and would only be available from Constitution Avenue.

Information/Orientation. Pedestrian entryways would be equipped with facilities to orient and inform the public. As described for the other alternatives, entryways on the north and east sides of President's Park would be able to meet the needs of the highest numbers of users. Signs, brochures, and other orientation materials, including information in other languages, would be easily available to visitors to enhance their overall experience.

Visitor Center. As described for the proposed plan, the visitor experience would be improved by expanding the visitor center in the Commerce Building, with full information/orientation services, educational/interpretive opportunities, ticketing and staging for White House tours, personal visitor services, and White House Historical Association sales of educational materials. An indoor location for most activities would protect visitors from inclement weather while they waited for their tours.

Interpretation and Education. Interpretive and educational opportunities for visitors would be focused at the visitor center, with few outdoor exhibits. Specialized programs about various site resources would be offered, along with offsite interpretive programs.

Visitor center museum displays would allow visitors to learn more about the history of the White House and President's Park and to see exhibits of items from the White House collection. Visitor understanding of the history of the site could be improved by displaying and interpreting archeological artifacts recovered from the site.

White House Tours. Similar to the other alternatives, visitors would pick up free tour tickets indoors at the visitor center. Future means to allow visitors to make tour arrangements in advance would give visitors greater flexibility in arranging to take White House tours.

After seeing an orientation film visitors would either use a pedestrian tunnel beneath 15th Street to the Ellipse and then walk to the White House visitor entrance building, or they would pass through a well-lit, secure, belowground corridor with moving walkways directly to the visitor entrance building. The abovegrade option would allow visitors to catch glimpses of the White House as they made their way to the entrance building, as they do now, but they would continue to be exposed to inclement weather while waiting to enter the White House. In a belowground corridor visitors would use two moving walkways that would take about three minutes to get to the visitor entrance building, representing a significant reduction in the time people wait to enter the White House. Video monitors linked to surface cameras along the route would help orient visitors as they approached the entrance building, providing an experience similar to walking toward the White House on the surface. This corridor would also protect visitors during poor weather.

Public Amenities. No commercial vending would be allowed on the sidewalks or curb lanes immediately adjacent to President's Park. Local restaurants in adjoining areas would be encouraged to provide food service. As described for alternative 1, site amenities would be provided throughout the park, but they would be limited to water fountains, benches, and trash receptacles.

Conclusion

Similar to the other alternatives, the experience of visitors coming to the White House and President's Park would be substantially improved. Visitors would be more aware of entering a special, historic district. Closing E Street and creating wide pedestrian paths would unite the Ellipse area with the White House grounds and the rest of President's Park, allowing visitors to appreciate the original design intent. Visitor information would be more readily available. White House public tour procedures would be more efficient, and educational opportunities to learn about the history of the site and the presidency would be expanded by providing a museum function at the visitor center.

Impacts on Pedestrians

Within President's Park pedestrians would be able to move with relative ease through Lafayette Park, East Executive Park, and the Ellipse area without interference from traffic or the clutter of parked cars. (Only delivery and official use vehicles would be allowed in these areas.) E Street would be replaced with wide pedestrian walkways that would connect Sherman Park, the First Division Monument, and the Ellipse. West Executive Avenue would remain restricted to public access. As described for the proposed plan and alternative 1, a portal to the northside parking garage at the north end of West Executive Avenue would be used by about 160 vehicles per day (55% of the parking garage's capacity); this use is not expected to impede the pedestrian experience on West Executive Avenue, which would otherwise be improved.

Impacts on Local Residents

Passive and active recreational uses would be allowed to continue on the Ellipse, although passive uses would be encouraged. No permanent infrastructure would be provided.

Noise Impacts

Analysis

Noise impacts on visitors, as well as workers in nearby buildings, would be primarily related to construction and the operation of mechanical equipment for underground facilities, as described for the other alternatives. Noise levels along E Street midway between 15th and 17th Streets (where visitors often stand to view the White House) would be lower than existing levels due to the closure of E Street to traffic. Compared to the other alternatives, noise on E Street east and west of President's Park would also be reduced.

Under alternative 3 pedestrians and occupants of nearby buildings (the Old Executive Office Building, the New Executive Office Building, the Office of Thrift Supervision, buildings on Pennsylvania Avenue west of Lafayette Park, and the Commerce Building) could hear construction noise. As described for the other alternatives, prior to each stage of construction, potentially affected parties would be notified, and measures to mitigate noise impacts would be included in contractor specifications. Design considerations for mechanical systems could address any additional noise intrusions.

Conclusion

With the closure of E Street, noise impacts in the center of President's Park south of the White House would be reduced, similar to alternative 2, but noise would also be reduced east and west of the park. New noise sources resulting from the operation of mechanical equipment for underground facilities would be addressed as described in the proposed plan.

Special Events

There would be no changes to the location and type of First Amendment demonstrations. No impacts on presidential inaugural parades are anticipated because any work under Pennsylvania Avenue would be finished before any future inaugural.

Impacts on Public Events

Analysis

Under alternative 3 all public special events would be removed from the Ellipse. This action would cause major changes for all event organizers who stage events on the Ellipse, particularly annual events such as the Pageant of Peace. Many events might be moved to the National Mall or to other sites within the metropolitan area; as new sites were selected, further evaluation, potentially including compliance with the National Environmental Policy Act, could be required. Without a physical connection to the White House, some events might not be viable at another location.

Removing the Pageant of Peace from the Ellipse would break the event's historical association with the president and the White House. Even though the pageant would be moved, the president and first family could still participate in the program.

Conclusion

Removing special events from the Ellipse (other than First Amendment demonstrations) would cause major changes for all event organizers. Without a physical connection to the White House, some events might not be viable at another location.

Impacts on White House Events

Analysis

As described for the proposed plan, events on the White House grounds could be more efficiently staged as a result of onsite storage space, upgraded infrastructure, and the ability to use the visitor center to stage special tours.

The egg roll would continue on the Monday after Easter; however, all activities would take place on the White House grounds and would not extend to the Ellipse. Conditions on the south lawn would be quite crowded during the event.

Conclusion

Impacts would be similar to those for the proposed plan except all activities associated with the egg roll would take place on the White House grounds and would not extend to the Ellipse.

Transportation

Impacts on Access and Circulation

Analysis

Access to the White House Complex. For diplomatic and business visitors to the White House complex, access would be limited to one entrance, by way of 17th Street and State Place. In general, access would not be provided from the Ellipse, which would be closed to traffic except for official and emergency vehicles.

Access to the 290-space parking facility under Pennsylvania Avenue would be by H Street through the NEOB parking garage entrance or from West Executive Avenue by way of 17th Street to State Place; the removal of E Street would eliminate this roadway as another way of access. Vehicles entering by way of West Executive Avenue would compound existing traffic problems at the intersection of 17th Street / State Place / New York Avenue, which operates either at or over capacity during morning and afternoon rush hours. This alternative would only add to existing problems at this intersection because State Place would have to operate as a two-way street, adding turn movements from 17th Street that are not currently allowed. This impact could not be mitigated and would be more severe than under the proposed plan (where State Place would operate as one way westbound). As described in the proposed plan, access by way of the New Executive Office Building should be limited to less than 100 vehicles during the morning peak hour to ensure an LOS E on H Street was not exceeded.

Access to 200 additional staff parking spaces in either the northside garage or the Office of Thrift Supervision would be from F Street, with traffic exiting onto G Street (access to parking under Pennsylvania Avenue would be by means of a tunnel from the OTS garage). F and G Streets, which operate as a one-way pair (F Street eastbound, G Street westbound), both have four travel lanes and operate under capacity during weekday peak periods. This alternative would add 120 vehicles during the morning and afternoon rush hours, assuming that not all staff would arrive and leave at the same time. Each street appears to have adequate capacity to accommodate this new traffic, with little or no change in operating conditions.

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Deliveries. Deliveries to the White House complex would be made through the street-level loading docks at the Office of Thrift Supervision, with access from F Street.

E Street. E Street would be permanently closed to general traffic between 15th and 17th Streets under alternative 3. This closure would divert 12,000 vehicles per day to other eastbound streets in the downtown area. Currently, H, K, and L Streets operate either close to or at capacity during the morning peak and midday periods; during the afternoon peak period, all of these streets operate either at or over capacity. I Street operates over capacity during the morning and afternoon peak hours. Constitution Avenue is the only east-west street that consistently operates at acceptable levels of service throughout the day. Any traffic diversion to the east-west streets would compound existing problems throughout most of this area.

During arrival ceremonies for foreign heads of state, as many as 23 buses have double parked along E Street to provide personnel for the ceremonies. These buses could either continue to park on the pedestrian pathways on the Ellipse or move to Constitution Avenue during the event. In the latter case, the loss of traffic lanes on Constitution Avenue would compound traffic problems on this street.

Conclusion

Access to the northside parking garage would be from 17th Street and State Place to West Executive Avenue and from H Street through the NEOB garage. To prevent further congestion on H Street, NEOB access should be limited to fewer than 100 vehicles during the peak hour. For access by way of West Executive Avenue traffic would use State Place because E Street would be closed. Existing traffic problems would be exacerbated at the 17th Street / New York Avenue / State Place intersection, which already operates either at or over capacity. Access to additional parking by way of the Office of Thrift Supervision would be through existing portals onto streets with adequate capacity to handle the additional traffic.

Closing and removing E Street would result in 12,000 eastbound vehicles per day being diverted to other east/west streets, which would compound existing traffic problems in this area during peak periods.

Impacts on Public Parking

As described for the proposed plan, 103 on-street, short-term parking spaces would be eliminated, plus 506 spaces within President's Park that are currently available to the public during evenings or weekend days, further constraining the limited on-street parking supply in this area.

Impacts on Public Transit

None of the Metrobus routes are located on E Street between 15th and 17th Streets, so there would be no effect from closing E Street. As described for the proposed plan, neither Metrorail stations nor lines would be affected.

Impacts on Tour Buses

A future citywide tour bus management plan, which would be developed in cooperation with the District and National Capital Planning Commission, would identify offsite parking locations. Existing short-term tour bus parking would be eliminated in President's Park. Impacts associated with dropoff and pickup points for tour bus passengers would be analyzed when these sites were selected.

As described for alternative 2, the closure of E Street would prevent tour bus operators from offering drive-by views of the south side of the White House and its grounds.

Impacts on the Tourmobile

Closing E Street and Ellipse Drive to general traffic would require the existing Tourmobile route to be changed and a stop for the visitor center at the Commerce Building identified. One alternative route under this alternative would be for the Tourmobile to turn north from Constitution Avenue to 17th Street, east on H Street, south on 15th Street, and back to Constitution Avenue. Service would be affected because any future route would be in general traffic and would not have the existing dedicated loading area.

Impacts on Bicyclists

The closure of E Street and the Ellipse roadways to general traffic would improve safety for bicyclists, who would likely continue to have access to surface paths.

Socioeconomic Environment

Impacts on D.C. Revenues

Analysis

Parking Meter Revenue. The effect on D.C. parking meter revenues would be the same as for the proposed plan: a total of 37 metered parking spaces would be removed, resulting in a loss of $70,328 per year for metered and time-limited spaces, plus $100,116 in ticket revenues, for a total loss of $170,444. Over the 20-year life of the plan, total revenue losses would amount to $3.4 million.

Leased Parking Revenue. Under alternative 3 a total of 650 parking spaces for White House staff would either be leased in private parking garages or provided in a new parking structure within a 10-minute walk of the White House. If spaces were leased from private operators, the estimated loss in D.C. parking tax revenue would be $189,521 in the fourth year of the plan, and $4.5 million over the 20-year life of the plan (see table 27).

Property Tax. One option to leasing the 650 permit parking spaces would be to construct a new 650-space parking facility within a 10-minute walk of the White House. It is assumed that this four-level parking facility is 200,300 square feet, with a footprint of 52,500 square feet of land. Using a current estimate of $100 to $120 per square foot, the property value of a 200,300-square-foot building ranges from $20 million to $24 million.

Assessed values for commercial property are required to be at 100% of current market value. Therefore, the property tax losses to the District can be estimated by multiplying the estimated property value by the current tax rate for commercial property. The current assessed value for the property would be

TABLE 27: PROJECTED D.C. REVENUE LOSSES FROM LEASED PARKING TAXES — ALTERNATIVE 3

	Space/ Month	650 Spaces per Year
D.C. Lease Tax Revenue Loss		
Year 4		
• Market rate	$202.48	$1,579,344
• Tax loss at 12%	$24.30	189,521
Years 4–20		
• Total tax loss	—	$4,491,084

SOURCE: General Services Administration; BRW, Inc.

NOTE: Based on 650 leased spaces, with leasing beginning the fourth year of the plan. Costs are inflated by 4% annually.

TABLE 28: PROJECTED D.C. PROPERTY TAX LOSSES — ALTERNATIVE 3

Size	200,300 sq. ft.
Value	$100–$120/sq. ft.
Tax Rate	$2.15/$100
Annual Tax Loss	$430,645–$516,770

SOURCE: BRW.

equal to the land acquisition costs. Based on a current tax rate of $2.15 per $100, the property tax losses are estimated to be $430,645 to $516,770 for 200,300 square feet of commercial development (see table 28).

Vendor Revenue. Impacts on vendor revenues would be the same as under the proposed plan. Unless vendors were relocated to other spaces in the downtown area, D.C. revenues could be reduced by $42,068 annually and by $841,360 over the 20-year life of the plan.

Conclusion

Annual D.C. revenue losses by the fourth year of the plan would total an estimated $402,033 from parking meters, parking violations, leased parking taxes, and vendor licenses and sales taxes. Over the 20-year life of the plan, the total estimated loss could be $8.7 million, compared to $10.1 million under the proposed plan. If vendors were located to another area, these impacts would not be as great.

If 650 replacement parking spaces were provided in a new federal facility rather than being leased, annual D.C. revenues would be reduced between $643,157 and $729,282.

Impacts on Vendors

As described for the other alternatives, removing 26 vendor spaces adjacent to President's Park could result in annual losses of $14.2 million in business volume and $1.4 million in profits for the affected vendors. Over the 20-year life of the plan, the loss of profits would total an estimated $28.5 million in constant dollar terms. However, if vendors were relocated to other spaces in the downtown area, this impact would not be as great.

Impacts on Local Businesses

Analysis

The local business impacts associated with the removal of 50 time-limited and metered parking spaces on 17th Street and of Ellipse spaces after hours and on weekends would be the same as for the proposed plan.

The impacts of the reduction in 650 leased parking spaces on area businesses is difficult to measure. A 1996 informal field survey by GSA personnel indicated a total of 4,500 spaces in 26 public parking garages in the area. The federal lease of 650 spaces, which would represent 14% of the public parking spaces within a 10-minute walk of the study area, could have an impact on the overall attractiveness of these buildings for the private rental market. If the 650 offsite spaces were provided in a new federal structure rather than being leased from private operators, there would be no reduction in the parking supply for local businesses.

The closure of E Street would create additional traffic congestion during the morning peak period, which could diminish the attractiveness of downtown office space.

Conclusion

Impacts to local businesses related to the loss of 50 on-street, metered and time-limited parking spaces would be the same as the proposed plan. Leasing 650 parking spaces for employees would result in a 14% reduction of public parking within one to two blocks of the study area (slightly less than alternative 2). Alternatively, a federal parking structure offsite would not affect the leased parking supply. Additional traffic congestion as a result of E Street being closed could make nearby office space less attractive to tenants.

Construction and Operation Impacts

Analysis

Construction Impacts. The construction budget for alternative 3 is estimated to be approximately $219.6 million (which includes a pedestrian corridor directly from the visitor center to the White House visitor entrance building, but not a new offsite parking garage). As described for the other alternatives, construction would take place in four 5-year phases over a 20-year period, with the construction impacts estimated to occur in equal increments by year within each phase.

Direct and indirect effects on jobs and earnings in the metropolitan area and the District of Columbia are shown in table 29. Based on standard regional input/output modeling system multipliers, overall construction-related employment would range from 105 to 441 direct and indirect jobs per phase in the metropolitan area, and from 21 to 87 in the District. Overall earnings are estimated to range from $2.4 million to $10.3 million for the metropolitan area, and $500,000 to $2.3 million for the District. (The greatest impacts would be created during the first and second five-year phases, when parking was provided for 490 employees and the visitor center was

TABLE 29: CONSTRUCTION IMPACTS — ALTERNATIVE 3

	PHASE 1 (YEARS 1–5)		PHASE 2 (YEARS 6–10)		PHASE 3 (YEARS 11–15)		PHASE 4 (YEARS 16–20)	
	Jobs	Earnings*	Jobs	Earnings*	Jobs	Earnings*	Jobs	Earnings*
Metro Area Direct Jobs	200	$5.1	198	$5.0	151	$3.8	48	$1.2
Indirect Jobs	241	5.2	240	5.2	182	3.9	57	1.2
Total Jobs	441	$10.3	438	$10.2	333	$7.7	105	$2.4
District Direct Jobs	70	$1.8	69	$1.7	53	$1.3	17	$0.4
Indirect Jobs	17	0.5	17	0.5	13	0.4	4	0.1
Total Jobs	87	$2.3	86	$2.2	66	$1.7	21	$0.5
Total Construction Value per Phase**	$73.3		$73.2		$55.3		$17.6	
Total Construction Value per Year	$14.7		$14.6		$11.1		$3.5	

NOTES:

	Metro Area	D.C.
Overall employment:	30.0 per million	5.9 per million
Employment multipliers:	2.21	1.24
Overall earnings:	0.70 × construction value	0.156 × construction value
Earnings multipliers:	2.03	1.31

* Earnings in millions of dollars.

** Total estimated construction = $219.6 million (with construction of a belowground corridor from the visitor center to the White House visitor entrance building; does not include a new offsite parking garage; see appendix E).

remodeled and expanded.) As explained for the other alternatives, the District could increase direct employment and earnings by requiring that a certain percentage of jobs be filled by D.C. residents.

Long-Term Impacts. No significant gains in long-term employment are anticipated under alternative 3. The visitor center could increase employment by one or two jobs due to the proposed expansion.

Conclusion

Estimated construction costs for alternative 3 would total approximately $219.6 million over the 20-year life of the plan. As described for the other action alternatives, other than the creation of short-term, construction-related jobs throughout the life of the plan, there would be no significant gains in long-term employment.

Site Management and Operations

Impacts on Site Operations

As described for the proposed plan, site operations would continue to be affected by visitor arrivals for special events or ceremonial functions because of the additional human resources required. Additional staff could be required to implement proposed actions, including landscape maintenance and visitor center operations. As described for the other alternatives, a comprehensive landscape management plan would help ensure a consistent level of maintenance for all areas of President's Park.

Impacts on Maintenance

Moving special events out of the Ellipse area would reduce staff time spent rehabilitating disturbed turf and garden areas. However, this impact could be transferred to another NPS administrative division if events were moved to the National Mall, where the Park Service would continue to be responsible for maintenance activities.

As described for alternative 2, the development of a nearby satellite maintenance facility would provide additional equipment and storage needs. Present travel times would be reduced; however, workers would still have to drive from the facility to the work site.

Closing E Street to vehicle traffic would allow the Ellipse to be more closely tied with the rest of President's Park. Creating more informal garden areas on the Ellipse, as described for the other action alternatives, would increase site maintenance activities. However, the absence of traffic on E Street and improved infrastructure and nearby maintenance facilities would enhance operations.

Impacts on Utilities

Analysis

Utility impacts under alternative 3 would be related to a 290-space parking garage beneath Pennsylvania Avenue, providing 200 additional spaces either at the Office of Thrift Supervision or under Pennsylvania Avenue, and belowgrade pedestrian/service corridors from the Old Executive Office Building to the Treasury Building, a tunnel beneath 17th Street from the Office of Thrift Supervision to the Old Executive Office Building, and a belowground pedestrian corridor from the existing visitor center to the visitor entrance building (option 1) or a 15th Street underpass (option 2).

When design development for underground structures was started, onsite utility surveys would be conducted to precisely identify utility locations. Discussions with utility owners and the District of Columbia would also be initiated to determine relocation plans and costs.

Public Utilities. Impacts on electric lines, gaslines, and telephone lines beneath Pennsylvania Avenue and other locations as a result of underground construction would be the same as under the proposed plan. In addition, proposed vehicular and pedestrian service corridors under 17th Street from the Office of Thrift Supervision would cross an 18-conduit telephone line, 18-conduit and 12-conduit electric ductbanks, and an 8″ gasline. It might be possible to leave these lines alone if a boring technique was used under the street section. Otherwise the lines would need to be temporarily supported or relocated.

Waterlines. Impacts on a 12″ waterline along Pennsylvania Avenue and a 24″ waterline along E Street would be similar to those described for the proposed plan. These lines would probably require temporary support or relocation during construction. However, if the 15th Street underpass for visitor access to the Ellipse and the White House was selected instead of a tunnel to the visitor entrance building, any impact to the 24″ waterline discussed under the proposed plan would be avoided. Constructing a pedestrian tunnel from the visitor center to the White House visitor entrance building and crossing under Hamilton Place and East Executive Park could affect a waterline. The proposed delivery tunnel from the Office of Thrift Supervision under 17th Street could affect a 6″ waterline in the street. These impacts would be fairly insignificant and could be mitigated during the final design at a moderate cost.

Sewers. Impacts on sewers (particularly the 9′8″ sewer beneath the Ellipse) would be similar to the proposed plan. However, a 15th Street pedestrian underpass from the visitor center to the Ellipse would avoid any impact on this sewer. Two sewers (approximately 30″ × 42″) within 17th Street could be affected by expanding the OTS parking facility and constructing an access tunnel to the Old Executive Office Building, or by the constructing a vehicular tunnel between the Office of Thrift Supervision and a northside garage expansion. Further information and coordination between the tunnel alignments/depths and sewer depths is needed to develop the optimal solutions.

Other sewer conflicts include a 21″ storm sewer in 15th Street, which would conflict with the visitor center corridor; a 27″ × 45″ sewer in Pennsylvania Avenue, which would conflict with the delivery corridor; and an 18″ storm sewer beneath Jackson Place, which would conflict with the parking garage. These smaller diameter sewers could probably remain in place after construction but would need to be temporarily supported or relocated during construction. The construction materials for these sewers is unknown, although tunneling under them might be possible. Additional coordination and design information would be necessary to define impacts.

Costs associated with sewer system modifications, under the jurisdiction of the D.C. Public Works Department, would be assigned to the President's Park improvement project.

Conclusion

Impacts would be similar to those described for the proposed plan: electric, gas, telephone, and water services under Pennsylvania Avenue would be bored beneath or temporarily relocated during construction of the northside parking garage and pedestrian corridors. Sewers under 17th Street, E Street, and the Ellipse would also require relocation, potentially including the 9′8″ combined

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storm/sanitary sewer under the Ellipse and Sherman Park.

Irreversible and Irretrievable Commitments of Resources

As described for the other alternatives, this alternative would result in commitments of a range of natural, physical, human, and fiscal resources. Land used for the construction of proposed facilities would be irreversibly committed during the period a facility was in place. Fossil fuels (oil, gasoline), labor, and construction materials used for proposed facilities and infrastructure are generally not retrievable. These materials are not scarce, and their use would not affect their current availability or supply. The one-time expenditure of public funds would not be retrievable.

Construction activities, particularly on the north grounds, could result in the irretrievable loss of commemorative trees associated with particular presidents.

The Relationship of Short-term Uses of the Environment and the Maintenance and Enhancement of Long-term Productivity

As described for the proposed plan, short-term disruptions to vistas, White House traffic, pedestrian movements, the visitor experience, and site operations (such as deliveries) would occur as underground facilities were built throughout the White House complex and President's Park. However, the completed facilities would improve all these functions over the long term, as well as overall visual quality. Experiences for pedestrians and visitors would be improved, and White House complex operations would be enhanced. At no time would important functions necessary to executive operations of the government be impeded.

Cumulative Impacts

Future changes at existing sites within the Memorial Core, the addition of new sites, and improvements in transit systems and parking options would help enhance the visitor experience. A positive visitor experience would also benefit the city because visitors would be more likely to return in the future or encourage others to visit.

Relationship to Other Plans and Efforts

The actions in alternative 3, similar to those in alternative 2, would generally promote the objectives and elements of the plans listed in the "Relationship of this Document to Other Plans and Efforts." Closing E Street to general traffic would provide the same benefits as listed for the alternative 2 tunnel.

Removing special events from President's Park would not support the visitor programs and special events element of the *Comprehensive Plan for the National Capital*. Rather than an active area for visitors and residents, President's Park would provide a quieter experience. Elements of the Comprehensive Plan Amendments Act of 1994 and the 1997 *Transportation Plan* would also support components of this alternative. Improved Metrorail hours and outlying parking as a result of a D.C. transportation plan would help meet White House staff and visitor needs. Vendors would be removed from the park, which would be in conflict with some D.C. goals.

Alternative 3 would address the pedestrian and transit policies as discussed in detail for the proposed plan. D.C. policies to reduce pedestrian and vehicle conflicts and to improve pedestrian movements would be complemented by providing a visitor center underpass of 15th Street or a visitor pedestrian tunnel from the visitor center to the White House and by closing E Street.

Closing E Street to general traffic would not be consistent with NCPC's *Extending the Legacy* plan, which identifies E Street as functioning as a secondary connector (NCPC 1996). Long-term leased parking for White House staff could further constrain available short-term and business patron parking in public garages. This effect would continue beyond the life of the plan.

All NPS planning initiatives would be supported.

* * *

COMPLIANCE / CONSULTATION AND COORDINATION

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COMPLIANCE / CONSULTATION AND COORDINATION

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COMPLIANCE WITH LAWS AND REGULATIONS

Federal Compliance Requirements

This *Draft Environmental Impact Statement* publicly discloses the planning and decision-making process and the potential environmental consequences of actions and alternatives, as required by the National Environmental Policy Act (40 CFR 1500 et seq.). Appropriate federal, state, and local agencies have been or will be contacted for input, review, and permitting in coordination with other legislative and executive requirements.

This document will be on public review for no less than 60 days. Agency and public comments will be considered and documented in a final environmental impact statement. A decision will be made after public comment and review of the final document, and a record of decision will be issued.

Section 5(a) of the National Capital Planning Act of 1952, as amended, requires each federal and D.C. agency to advise and consult with the National Capital Planning Commission in preparing any plans and programs that affect the *Comprehensive Plan for the National Capital*. This consultation is to occur before any construction plans are prepared or commitments for the acquisition of land are made. The National Park Service, as the lead agency for this planning effort, will present the plan and environmental impact statement to the National Capital Planning Commission.

When approved, the comprehensive design plan for the White House and President's Park will be considered a master plan, which the commission defines to be an integrated series of documents that present in graphic, narrative, and tabular form the present composition of an installation and the plan for its orderly and comprehensive long-range development, generally over a period of 20 years. The commission requires an approved master plan before an agency can prepare and submit to the commission any site and building plans for individual projects.

Many of the components required in a master plan are included in this *Comprehensive Design Plan and Draft Environmental Impact Statement*. However, some elements are not provided because a range of alternatives is still being evaluated and it would not be cost-effective at this time to prepare these elements, including a more detailed urban design framework, a landscape plan, a land use plan, and a transportation management plan. The additional elements for a master plan required by the National Capital Planning Commission, would be more appropriately presented once a final plan has been agreed upon. These elements will be provided to the commission for review and approval during the review of the final document and prior to the signing of the record of decision.

Cultural Resource Compliance

The National Park Service preserves and manages cultural resources under its protection in accordance with the NPS Organic Act (1–3 USC 408) and other specific legislation such as the Antiquities Act of 1906 (16 USC 431–33), the National Historic Preservation Act of 1966 (16 USC 470, et seq.), as well as the National Environmental Policy Act. The cultural resources of President's Park will also be managed in accordance with the NPS *Management Policies, NPS-28: Cultural Resource Management Guideline*, as well as the NPS *Museum Handbook*, the *Manual for Museums*, and *NPS-6: Interpretation and Visitor Services Guidelines.*

Under section 107 of the 1966 National Historic Preservation Act the "White House and its grounds" are specifically exempt from compliance. The grounds are defined as the 18-acre parcel within the White House fence.

The National Park Service surveys and evaluates all cultural resources under its jurisdiction by applying the criteria of the National Register of Historic Places. In addition, the Park Service maintains a List of Classified Structures, comprised of an inventory of all above- and belowgrade resources within the park system. All cultural resources eligible for the national register are recorded and measured according to professional standards.

Some resources within and adjacent to President's Park have also been designated as national historic landmarks or national historic sites. These resources require additional review procedures regarding section 106 undertakings, in accordance with section 110(f) of the National Historic Preservation Act and the regulations of the Advisory Council on Historic Preservation (36 CFR 800.10).

Alternatives in this document were developed in consultation with the District of Columbia and all other agencies having jurisdiction or agreements with the park. In addition, due to the particular importance of the site and its resources, the Advisory Council on Historic Preservation has been consulted from the beginning of the planning process.

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of actions on national register properties and to allow the Advisory Council on Historic Preservation an opportunity to comment. To satisfy the requirements of 36 CFR 800 and the 1990 programmatic agreement between the National Park Service, the National Council of Historic Preservation Officers, and the advisory council, NPS managers will continue to work closely with both the District of Columbia and the council.

The programmatic agreement of 1990 also provides for a number of exclusions for actions not likely to have an adverse effect on cultural resources (see table 30). These actions may be implemented without further review by the District of Columbia or the advisory council, provided that the NPS internal review meets specific criteria. As defined in 36 CFR 800, undertakings not specifically excluded by the programmatic agreement must be reviewed by the D.C. historic preservation officer and the advisory council before implementation. There will be early consultation on all potential actions.

Internally, the National Park Service will complete an "Assessment of Actions Having an Effect on Cultural Resources" form before implementing any proposed actions. This form documents any project effects, outlines actions proposed to mitigate those effects, and documents that the proposed action comes directly from an approved general management plan. All implementing actions affecting cultural resources will be reviewed and certified by cultural resource specialists, in accordance with the 1990 programmatic agreement.

Prior to any ground-disturbing action in President's Park, a professional archeologist will determine the need for further inventory or testing and evaluation. These studies will be carried out in coordination with proposed construction and will meet NPS requirements. Large-scale archeological investigations will be accomplished in consultation with D.C. archeological offices.

Section 110 of the National Historic Preservation Act requires the Park Service to identify and nominate all eligible resources within

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TABLE 30: ACTIONS REQUIRING FURTHER CONSULTATION UNDER THE 1990 PROGRAMMATIC AGREEMENT

ACTION	COMPLIANCE REQUIREMENT
Comprehensive Design	
• Closing of streets and redesigning as pedestrian walkways	Further consultation
• Gateway design	Further consultation
• Rehabilitation of Bulfinch gatehouses in conjunction with gateways as information centers	Further consultation
• Installation of site amenities (signs, lighting benches, water fountains, trash receptacles, walks, fencing)	Further consultation
• Removal of surface parking	No consultation
Home and Office of the President	
• Collection storage facility	Section 107 exclusion
• First family recreation space	Section 107 exclusion
• Redesign of grounds maintenance facility	Section 107 exclusion
• Construction of the northside parking / storage facility and the Ellipse parking / maintenance facility, including all entrance/exit portals, and pedestrian/vehicle/service corridors	Further consultation
• Construction of news media facilities, meeting/conference space, and the east-west pedestrian/service corridor from OEOB to the Treasury Building	Further consultation
• Interim leasing of parking offsite	No consultation
Visitor Use and Services	
• Expansion of visitor center in Commerce Building	Further consultation
• Pedestrian corridor to site from visitor center	Further consultation
• Gateway interpretive elements	Further consultation
• Interpretive programs	No consultation
Special Events	
• Establishment of events plaza	Further consultation
Site Operations	
• Relocation of Ellipse steamline	Further consultation
Pennsylvania Avenue	Separate environmental assessment; further consultation
E Street	Separate environmental compliance; further consultation

its jurisdiction to the National Register of Historic Places. The resources of President's Park have been nominated under a series of individual and district nominations requiring information to be updated. This updating will be accomplished in consultation with both the D.C. preservation office and the advisory council as appropriate.

The cultural landscape has not been nominated, but it has been documented in a report (EDAW 1995) that has been reviewed by both the D.C. historic preservation office and the advisory council.

Natural Resource Compliance

President's Park is outside the 100-year floodplain, and there are no wetlands or prime and unique farmlands. Therefore; no further compliance with Executive Orders 11988 ("Floodplain Management") or 11990 ("Protection of Wetlands") is required, nor is an analysis of prime and unique farmlands.

President's Park is in a mandatory class II clean air area. Under the Clean Air Act, as amended (42 USC 7401 et seq.), maximum allowable increases of sulfur dioxide, particulate matter, and nitrogen oxide beyond baseline concentrations established for class II areas cannot be exceeded. During any construction activities, the National Park Service will take all practical measures to limit dust and noise. In accordance with section 118 of the Clean Air Act, the Park Service will work with the District of Columbia to ensure that all activities in President's Park meet federal and local air quality requirements.

As required by section 7 of the Endangered Species Act of 1973, as amended (16 USC 1531 et seq.), consultations with the U.S. Fish and Wildlife Service indicate that no threatened or endangered species or critical habitat would be affected (see appendix J).

The Resource Conservation and Recovery Act (42 USC 6901) and the implementing rules by the Environmental Protection Agency establish performance standards for generators, transporters, and disposers of hazardous waste. Any such wastes generated or removed from the site will be disposed of through NPS procedures, which are compatible with requirements of the act.

The U.S. Army Corps of Engineers has regulatory authority and responsibilities for the protection and use of water resources, including section 404 of the Clean Water Act (33 USC 1344) and section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) for activities in or affecting navigable waters. Because the actions proposed would not impact any of these waters, no further compliance is required under the 404 regulatory program.

Socioeconomic Impacts

In accordance with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," any anticipated effects, direct or indirect, from a proposed action on minority and low-income populations and communities are to be identified and evaluated, including the equity of the distribution of the benefits and risks. If any such effects are identified, the document should clearly evaluate and state the environmental consequences of the proposed action on minority and low-income populations and communities in the environmental document.

District of Columbia Permitting Requirements

During the design and construction permitting process, the National Park Service will contact the District of Columbia to determine application procedures for district utility siting and other permits. Compliance will be made with all applicable requirements.

CONSULTATION AND COORDINATION IN THE DEVELOPMENT OF THE PLAN

Scoping Activities for the Plan

Throughout the planning process for this comprehensive design plan for the White House and President's Park, consultation and coordination opportunities have been made available to other agencies, organizations, visitors, and the general public, as described below. In addition, presentations were made to a variety of organizations and individuals who were interested in the status of planning for the White House and President's Park.

Scoping Activities for the Plan

A *Federal Register* notice was published by the National Park Service on March 19, 1993, announcing the start of the process for a comprehensive design plan for the White House and the preparation of a draft environmental impact statement.

Beginning in March 1993 and throughout the spring and summer, issue workshops were held to elicit the concerns of two audiences: (1) officials and staffs of the 12 stewardship and oversight agencies with management responsibilities at the White House and within President's Park, and (2) organizations, including adjacent businesses and institutions, that have specific interest or concerns at the site. Approximately 50 different agencies and organizations participated in the workshops; more than 70 organizations were invited to attend. Workshops continued into the fall of 1993.

From April 30 through May 3, 1993, an opportunity to hear from visitors and the general public was provided on the eastern side-panel of the Ellipse near 15th Street. Members of the planning team were onsite to talk with local, national, and international visitors about their time in the study area. The purpose of this activity was to listen to concerns and comments from visitors, in addition to agency concerns. Team members talked to people on Friday and Saturday, when the White House was open for tours, and on Sunday and Monday, when the White House was closed for tours. Approximately 1,100 visitors were encouraged to provide information for a series of exhibits to find out how visitors arrived at the site, what they saw while there, what they wanted to know more about in relationship to the presidency and the White House, and their suggestions for improvements in the area.

Desired Futures

In the fall of 1993 a total of 80 subject matter experts were invited to workshops on October 27 and 28 to develop desired futures for what the area should be like in the year 2015. Nine working groups addressed support services for the Executive Residence, support services for the Executive Office of the President, resource conservation and protection, official functions, security, special events, visitor use and services, transportation, and site character. Individuals represented both the public and private sectors; some had a long experience at the site, and others had expertise in a particular field but no experience with the White House and President's Park. The desired futures developed at these workshops are presented in the "Purpose of and Need for the Plan"; a list of participants is included in appendix G.

Executive Committee

To help guide the development of the plan, the director of the National Park Service asked the leadership of governmental stewardship and oversight agencies (those federally chartered organizations who have official responsibilities within the study area) to serve on an Executive Committee chaired by the NPS director. The intent was to create a forum for each member to be directly involved and to be able to provide their expertise and that of their agencies with regard to the White House and President's Park.

Beginning in spring 1993, the committee met at the following key stages to guide the development of the plan: issue identification, desired futures, conceptual alternatives, alternatives, and development of a preferred alternative. Each agency was asked to review this document prior to public release.

During its work the committee formed two subcommittees: one helped develop design guidelines for the site (chaired by the National Park Service), and a second helped develop a draft strategy for implementing and financing the final plan (chaired by the Pennsylvania Avenue Development Corporation).

The design guidelines subcommittee held a workshop on August 3, 1994, with a cross section of professionals in landscape architecture, urban planning, architecture, lighting, and land management. Ideas generated during the workshop helped develop the foundations for the *Design Guidelines*. Workshop participants are listed in appendix G.

A list of the members of the Executive Committee is included in the "Preparers and Consultants."

Interpretive Themes Workshop

A workshop was held on March 2, 1994, to develop interpretive themes for the White House and President's Park. Participants used their expertise in interpretation and the history of the site, as well as the results of the Ellipse public involvement from spring 1993 and the earlier visitor surveys done at the site. The interpretive themes developed at this workshop are described in appendix D, and the participants are listed in appendix G.

News Media Working Group

In March 1995 the National Park Service presented the alternative concepts being considered for the site to the news media organizations who cover the White House. At that time concerns were expressed about proposals for spaces they use at the site. As a result, the Park Service invited the White House Correspondents' Association, the White House News Photographers' Association, and the Network Pool to join in a news media working group (see appendix G for a list of participants). The group worked with the Park Service and other agencies at the site to develop proposals for the space assigned to the news media. The working group meetings included a news media desired futures workshop in August 1995 (see appendix H).

Public Forum and Alternatives Newsletter

During April and May 1995 the alternative concepts being considered for the White House and President's Park were made available for public review and comment. Copies of the planning newsletter were mailed to approximately 5,000 persons and organizations on the project mailing list. Included in the newsletter was a description of three

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alternative concepts for the site plus a response form. The alternative concepts were the subject of wide-spread radio and television news coverage and were the focus of public forums held at the White House visitor center in Washington, D.C., on April 10 and 11. During the forums some 2,400 people saw exhibits and a video on the alternatives. Copies of the alternative concepts and the newsletter response form were available. Members of the NPS planning team were available to discuss problems at the site and the three alternative concepts. These concepts were the basis for the three alternatives presented in this document; the proposed plan draws elements from each of the alternatives.

Development of the Draft Plan

After public review of the conceptual alternatives further work was done to refine the alternative elements. The draft plan was developed in coordination with members of the Executive Committee.

List of Reviewing Agencies for the Draft Environmental Impact Statement

Congressional Committees and Members

United States Senate

Chairman, Committee on Appropriations
- Chairman, Subcommittee on the District of Columbia
- Chairman, Subcommittee on Interior and Related Agencies
- Chairman, Subcommittee on Treasury, Postal Service and General Government

Chairman, Committee on Energy and Natural Resources
- Chairman, Subcommittee on Parks, Historic Preservation, and Recreation

Chairman, Committee on Environment and Public Works
- Chairman, Subcommittee on Transportation and Infrastructure

Chairman, Committee on Government Affairs
- Chairman, Subcommittee on Oversight of Government Management, Restructuring and the District of Columbia

House of Representatives

Honorable Eleanor Holmes Norton, Delegate, District of Columbia

Chairman, Committee on Appropriations
- Chairman, Subcommittee on the District of Columbia
- Chairman, Subcommittee on Interior and Related Agencies
- Chairman, Subcommittee on Treasury, Postal Service and General Government

Chairman, Committee on Government Reform and Oversight
- Chairman, Subcommittee on the District of Columbia

Chairman, Committee on Resources
- Chairman, Subcommittee on National Parks, Forests and Lands

Chairman, Committee on Transportation and Infrastructure
- Chairman, Subcommittee on Public Buildings and Economic Development

Federal Agencies

Advisory Council on Historic Preservation
Commission of Fine Arts
Council on Environmental Quality
Department of Commerce
Department of Defense
  White House Military Office
Department of the Interior
  United States Fish and Wildlife Service
Department of State

Department of Transportation
  Federal Highway Administration
Department of the Treasury
  Office of Thrift Supervision
  United States Secret Service
Department of Veterans Affairs
Environmental Protection Agency
Executive Office of the President
Executive Residence at the White House
Export-Import Bank of the United States
Federal Deposit Insurance Corporation
General Services Administration
National Capital Planning Commission
Office of the U.S. Trade Representative
Smithsonian Institution
  Renwick Gallery
U.S. Court of Federal Claims
U.S. Federal Court of Appeals

D.C. Agencies

District of Columbia
  Mayor
  Council of the District of Columbia
Department of Business and Economic Development
Department of Consumer and Regulatory Affairs
Fire and Emergency Medical Services
Department of Recreation and Parks
Department of Public Works
Metropolitan Police Department
Office of Emergency Preparedness
Office of Planning
  Office of Tourism and Promotions
District of Columbia Advisory Neighborhood Commissions
  ANC-2A
  ANC-2B
  ANC-2C
  ANC-2D
  ANC-2E
District of Columbia Historic Preservation Review Board
Metropolitan Washington Council of Governments
Washington Metropolitan Area Transit Authority

Organizations

Alliance of Taxicab Businessmen of D.C.
American Architectural Foundation
American Automobile Association —
  National Chapter
  Potomac Chapter
American Bus Association
American Historical Association
American Institute of Architects
American Red Cross
American Security Bank
American Society of Landscape Architects
Christmas Pageant of Peace Committee
Columbia First Bank
Committee of 100 on the Federal City
Corcoran Art Gallery
Crestar Bank, NA
Daughters of the American Revolution
Decatur House
District of Columbia Chamber of Commerce
District of Columbia Preservation League
Federal City Council
Garden Club of America
Galt and Brothers Jewelers
George Washington University
Gold/Grey Lines, Inc.
Guest Services, Inc.
Guide Service of Washington
Guild of Professional Tour Guides of Washington, D.C.
Hay-Adams Hotel
Historical Society of Washington, D.C
Hotel Washington
International Downtown Association
Landmark Services Tourmobile, Inc.
National Association for Olmsted Parks
National Conference of State Historic Preservation Officers
National Landscape Association
National Recreation and Parks Association
National Parks and Conservation Association
National Trust for Historic Preservation
NationsBank
Old Ebbitt Grill

Organization of American States
Potomac Pedicabs
Preservation Action
Political Americana
Riggs National Bank — Corcoran Branch
St. John's Church
Stoladi Property Group
The Octagon House
The Greater Washington Board of Trade
The World Bank
United Bus Owners of America
U.S. Chamber of Commerce
Washington Area Bicyclist Association
Washington Area Rollerskaters
Washington Convention and Visitors Association
White House Historical Association
White House News Photographers' Association
White House Correspondents' Association
White House Network Pool (ABC, CBS, NBC)

Individuals

A list of individuals receiving a copy of the *Draft Environmental Impact Statement* is available from the office of White House Liaison, National Park Service.

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APPENDIX A: AN ANNOTATED LISTING OF LEGISLATION PERTAINING TO THE WHITE HOUSE AND PRESIDENT'S PARK

United States Code, Title 3 — The President

White House; Administration; Preservation of Museum Character; Articles of Historic or Artistic Interest

Pub. L. 87-286, Sept. 22, 1961, 75 Stat. 586, provided: "That all of that portion of reservation numbered 1 in the city of Washington, District of Columbia, which is within the President's park enclosure, comprising eighteen and seven one-hundredths acres, shall continue to be known as the White House and shall be administered pursuant to the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 1-3), and Acts supplementary thereto and amendatory thereof. In carrying out this Act primary attention shall be given to the preservation and interpretation of the museum character of the principal corridor on the ground floor and the principal public rooms on the first floor of the White House, but nothing done under this Act shall conflict with the administration of the Executive offices of the President or with the use and occupancy of the buildings and grounds as the home of the President and his family and for his official purposes.

"SEC. 2. Articles of furniture, fixtures, and decorative objects of the White House, when declared by the President to be of historic or artistic interest, together with such similar articles, fixtures, and objects as are acquired by the White House in the future when similarly so declared, shall thereafter be considered to be inalienable and the property of the White House. Any such article, fixture, or object when not in use or on display in the White House shall be transferred by direction of the President as a loan to the Smithsonian Institution for its care, study, and storage or exhibition and such articles, fixtures, and objects shall be returned to the White House from the Smithsonian Institution on notice by the President.

"SEC. 3. Nothing in this Act shall alter any privileges, powers, or duties vested in the White House Police and the United States Secret Service, Treasury Department, by section 202 of title 3, United States Code, and section 3056 of title 18, United States Code."

Pertinent Laws and Executive Orders Related to the White House and President's Park

Constitution of the United States, 1789 — Provided Congress with legislative control over a district not exceeding 10 miles square as the permanent seat of government. The property was purchased for £25 (or $67) per acre. The purchase of 540 acres cost the new government approximately $36,000. All questions of jurisdiction and authority in the District of Columbia rest on this document.

Act of July 16, 1790 — Appointed three commissioners to select a location for the seat of government of the United States and ordered the commissioners to provide buildings for Congress, the president, and other necessary public buildings. Both the designations of the "Territory of Columbia" and the "City of Washington" were authorized under this act (1 Stat. 130).

Executive Proclamation, January 24, 1791 — President Washington made of record his choice for a townsite on both sides of the Potomac River between Georgetown and the Anacostia River.

Act of March 3, 1791 — Amended the act of July 16, 1790, by adding property to the District of Columbia formerly belonging to the state of Virginia (1 Stat. 214).

Executive Act of January 22, 1791 — President Washington appointed three commissioners for the District of Columbia to be in charge of lot sales, public building construction, street openings, square designation, and similar duties (2 Stat. 175).

Commissioners to L'Enfant, September 9, 1791 — Confirmed the selection by the commissioners of the names "Territory of Columbia," and for the federal city, the "City of Washington."

Act of May 1, 1802 — Abolished the office of the commissioners as of June 1, 1802, and designated that a superintendent of public buildings for the city of Washington be appointed by the president (2 Stat. 175).

Act of May 3, 1802 — Incorporated the District of Columbia as a separate municipal entity with limited powers. Survey, sale of lots, and related matters were retained by the federal government (2 Stat. 195).

Act of March 3, 1803 — Named the office of the superintendent of the city of Washington (2 Stat. 235).

Act of February 24, 1804 — Altered the incorporation of the city of Washington and delineated the power of the city council (2 Stat. 254).

Act of January 12, 1809 — Established municipal regulations and limits regarding the sales of lots, subdivisions, and surveys for Washington and the recording of such sales (2 Stat. 511).

Act of February 13, 1815 — President Madison approved an act of Congress to borrow up to $500,000 to rebuild "the President's House, Capitol and public offices" (3 Stat. 205).

Act of April 29, 1816 — Ended the position of superintendent of public buildings as of March 3, 1817, and created the position of commissioner of public buildings. Supervisory and appellate powers rested with the president (3 Stat. 324, 325).

Act of May 17, 1848 — Altered the charter of the city of Washington and provided for a municipal surveyor (9 Stat. 228).

Act of March 3, 1849, Section 9 — Gave to the secretary of the interior the supervisory and appellate powers of the president over the commissioner of public buildings (9 Stat. 395, 396).

Act of March 2, 1853 — Prohibited the purchase or planting of Ailanthus trees on the public grounds (10 Stat. 207).

Act of June 30, 1864 — Authorized the secretary of the interior to prevent the improper appropriation or occupation of any of the public streets, avenues, squares, or reservations in the city of Washington belonging to the United States and to reclaim the same (13 Stat. 412).

Act of March 2, 1867 — Removed jurisdiction from the Department of the Interior and ended the position of commissioner of public buildings, with duties reassigned to the War Department, Office of the Chief Engineer, United States Army. Created the Capitol Police, from which Park Watchmen and United States Park Police later evolved (14 Stat. 466).

Act of March 29, 1867 — Provided that "the several sums of money heretofore appropriated, to be expended under the direction of the commissioners of public buildings, be transferred to and expended under the direction of the Chief Engineer of the Army or such officer of the Engineer Corps as he may direct" (15 Stat.9).

Office of the Chief Engineer, U.S. Army, 1867 — Assigned an engineer officer in charge of public buildings and grounds. Position would remain in charge of President's Park for the next 58 years (War Department, *Annual Report of the Chief of Engineers, 1867*, Washington, D.C.).

Joint Resolution of Congress, December 14, 1869 — Appointed a commission to select a site for a new building for the Department of State (16 Stat. 367).

Act of February 21, 1871 — Changed the government of the District of Columbia to that of a governor, a legislative assembly, and a board of public works (16 Stat. 419).

Act of March 3, 1871 — Congress authorized funding for a new building for the State, War, and Navy Departments on the site of the old Navy and War Buildings at President's Park (16 Stat. 494).

Act of March 3, 1873 — Authorized all government buildings to be connected by telegraph, with a special provision that the "immediate connection with the public buildings be placed underground or in such a manner as not to injure the appearance of the Capitol or other public buildings" (17 Stat. 519). Gave the rank of colonel to the officer in charge of public buildings and grounds (17 Stat. 535).

Act of February 4, 1874 — Placed telegraph lines under the control of the officer in charge of public buildings and grounds, U.S. Army Corps of Engineers (18 Stat. 14).

Act of June 29, 1874 — Changed the government of the District of Columbia to three commissioners, one of them being an engineer officer of the U.S. Army (18 Stat. 116).

Act of March 3, 1875 — Transferred responsibility for the construction of the State, War, and Navy Building from the supervising architect of the Treasury to U.S. Army Corps of Engineers (18 Stat. 391).

Act of June 11, 1878 — Changed some aspects of government of the District of Columbia but retained the governing authority of three commissioners (20 Stat. 102).

Act of June 20, 1878 — Made the statement that only trees, shrubs, and plant materials suitable for planting on public property should be grown at the federal greenhouses (20 Stat. 220).

Act of March 3, 1882 — Gave to watchmen in the public squares and spaces of the District of Columbia the same power and duties as the Metropolitan Police of the district (22 Stat. 243).

Act of March 3, 1883 — Authorized the president to designate a superintendent of the State, War, and Navy Building from the Army or Navy Engineer Corps (22 Stat. 553).

Act of March 2, 1895 — Authorized the use of portions of the Ellipse as a children's playground at the discretion of the officer in charge of public buildings and grounds (28 Stat. 943).

Act of July 1, 1898 — Vested in the commissioners of the District of Columbia the jurisdiction and control of public parks and street parking; placed the district's park system under the supervision of the U.S. Army Corps of Engineers (30 Stat. 570).

Act of April 17, 1900 — Required a yearly inventory of all White House furnishings and public property (31 Stat. 97).

Sundry Civil Act, June 6, 1900 — Approved $6,000 for plans to expand the presidential residence. Plans to be prepared in the office of the commissioner of public buildings and grounds, U.S. Army Corps of Engineers (31 Stat. 622).

Act of April 28, 1902 — Placed the chief of engineers in charge of all public buildings and grounds in the District of Columbia under regulations prescribed by the president, through the War Department, except for those buildings otherwise provided for by law (32 Stat. 152).

Act of June 28, 1902 — Authorized the remodeling of the White House and the construction of executive offices for the president (32 Stat. 460). A report of this work is contained in Senate document 197, 57th Congress, 2nd session.

Act of March 3, 1903 — Authorized the officer in charge of public buildings and grounds to permit the temporary use of the Washington Monument grounds and the grounds south of the White House as playgrounds under regulations to be prescribed by him (32 Stat. 1122).

Order of the Secretary of War, November 20, 1903 — Made formal arrangements for band concerts in federal parks in Washington, including President's Park (E.D. 49225).

Act of May 27, 1908 — Authorized temporary structures on public playgrounds under such regulations as might be imposed by the officer in charge of public buildings (35 Stat. 355).

Act of March 4, 1909 — Extended the rules and regulations provided under section 6 of the act of July 1, 1898, to cover the sidewalks around the public grounds and the carriageways of such streets as lie between and separate such public grounds; provided additional monies for the Executive Office Building (35 Stat. 994).

Act of August 5, 1909 — Authorized an addition to the Executive Office in the amount of $13,500; funds were used to create what is now known as the "Oval Office" (36 Stat. 119)

Act of May 17, 1910 — Established the Commission of Fine Arts, to consist of seven members appointed by the president to advise upon the locations of statues, fountains, and monuments in public squares, streets, and parks in the District of Columbia and upon the selection of models for the same (36 Stat. 371).

Act of June 25, 1910 — Specified that the officer in charge of public buildings and grounds would be the secretary and executive officer of the Fine Arts Commission; required an annual inventory of White House materials with bonded personnel at $10,000; required that copies be provided to the chief steward with records held by the Office of Public Buildings and Grounds (36 Stat. 728, 773, 774).

Act of August 24, 1912 — Prohibited the erection of any building or structure on any reservation, park, or public space of the United States within the District of Columbia without the authority of Congress (37 Stat. 444).

Act of October 22, 1913 — Authorized a memorial to the women of the Civil War. The president laid the cornerstone on March 27, 1915. The authorizing legislation specified that the building was to be used as the permanent home for the American Red Cross (38 Stat. 223).

Act of August 1, 1914 — Assigned to the Office of Public Buildings and Grounds, U.S. Army Corps of Engineers, 1,189.12 acres of parks and 777,750 square feet of canal spaces (for maintenance); authorized the use of the parks for outdoor sports (38 Stat. 633–4).

War Department Special Order, February 2, 1915 — Detailed the officer in charge of public buildings and grounds to act also as superintendent of the State, War, and Navy Building as of March 1, 1915; duties to include the Navy Building, a rented property on New York Avenue near 18th Street (War Department special order 27, paragraph 17).

Act of August 26, 1916 — Created the National Park Service; gave supervisory, management, and governing authority to the secretary of the interior and the director of the Park Service (39 Stat. 535).

Act of December 5, 1919 — Changed the name of the Park Watchmen to the United States Park Police (41 Stat 33).

Act of June 4, 1920 — Removed the automatic rank of colonel for the officer in charge of public buildings and grounds (41 Stat. 759-813).

Act of June 5, 1920 — Provided the basis for the National Park Service to formally accept and acknowledge gifts on behalf of the White House (41 Stat. 917).

Act of September 14, 1922 — Created the White House Police force (42 Stat. 841).

Act of February 26, 1924 — Pertained to furnishing the White House (43 Stat. 983).

Act of May 27, 1924 — Placed Park Police under the control of the officer in charge of public buildings and grounds, as designated by the chief of engineers, U.S. Army, with appropriate officer ranks and equipment corresponding to the Metropolitan Police Force of the District of Columbia; gave the officer in charge authority to appoint special police independent of either Metropolitan Police or Park Police (43 Stat. 175).

Act of June 6, 1924 — Created the National Capital Park Commission (43 Stat. 463).

Act of February 26, 1925 — Created the independent Office of Public Buildings and Public Parks of the National Capital; gave to this office the authority formerly assigned to the chief of engineers regarding President's Park; director reported to the president (43 Stat. 983, 984).

Act of February 28, 1925 — Established a committee to advise on donations to the White House of furniture and other items (43 Stat. 1091).

Act of April 30, 1926 — Changed the name of the National Capital Park Commission to the National Capital Park and Planning Commission; expanded its duties, including the creation of a comprehensive plan for the national capital (44 Stat. 374).

Act of December 22, 1928 — Authorized the National Capital Park and Planning Commission to acquire fee title to lands subject to limited rights; also authorized the director of public buildings and public parks of the national capital to acquire leases for park purposes, subject to the approval of the National Capital Park and Planning Commission (45 Stat. 1070).

Act of May 14, 1930 — Transferred White House police duties from the Office of Public Buildings and Public Parks to the U.S. Secret Service (46 Stat. 328).

Act of May 16, 1930 — Extended the duties of the Fine Arts Commission through legislation entitled "An Act to Regulate the Height, Exterior Design and Construction of Public and Semi-Public Buildings in Certain Areas of the National Capital." The act instructs the Fine Arts Commission to work with the National Capital Park and Planning Commission in making such recommendations (46 Stat. 366).

Act of May 20, 1932 — Allowed the transfer of jurisdiction over properties among the federal and district authorities administering property in the District of Columbia, with the approval of the National Capital Park and Planning Commission, as mutually agreed upon. All such transfers must be reported to Congress. Did not repeal existing laws, which remained in full force (47 Stat. 161, 162).

Act of March 3, 1933 — Section 16 reorganized the administration of park property in the District of Columbia and elsewhere (47 Stat. 1517).

Executive Order 6166, June 10, 1933 — Returned the jurisdiction of national capital parks, including President's Park, to the Department of the Interior, specifically, the National Park Service, as provided for in the act of March 3, 1933.

Act of March 2, 1934 — Changed the name of the Office of National Parks, Buildings, and Reservations to National Park Service; established as a separate branch under the National Park Service a portion of the old Office of Public Buildings and Public Parks, which had formerly operated the park system of the national capital and environs (48 Stat. 389).

Act of June 20, 1938 — Established a zoning law for the District of Columbia; provisions did not apply to federal buildings; specified that location, height, bulk, number of stories, and size of federal buildings should be approved by the National Capital Park and Planning Commission (52 Stat. 797).

Act of April 3, 1939 — Transferred the administration of public buildings to the Public Buildings Administration of the Federal Works Agency; left the administration of the park system of the District of Columbia under NPS jurisdiction (53 Stat. 1426–7).

Plan 1 on Government Reorganization, April 25, 1939 — Issued by President Franklin Roosevelt, pursuant to the act of Congress approved April 3, 1939 (House document 262, 76th Cong.).

Act of July 31, 1939 — Extended the jurisdiction of the act of May 16, 1930, to include the environs abutting Lafayette Park (53 Stat. 1144).

Act of June 9, 1947 — Amended the act of September 14, 1922 (42 Stat. 841), to give status, pay, and grade to the White House Police commensurate with the Metropolitan Police force; provided that the number of White House Police not exceed 110 and that members be appointed from the Metropolitan Police force (61 Stat. 132).

Act of June 25, 1948 — Reenacted the legislation from February 28, 1925, regarding a committee to advise on donations to the White House of furniture and other items; updated regulations for the annual White House inventory (62 Stat. 672, 679).

Act of September 22, 1961 — Provided for the care and preservation of historic and artistic contents of the White House, and their interpretation; specifically mentioned the NPS Organic Act of 1916 and the 18.07 acres inside the fence. Specified that nothing in the act is to interfere with the property's status as the home and office of the president (75 Stat. 586).

Executive Order 11145, March 7, 1964 — Provided for a White House curator and established the Committee for the Preservation of the White House.

APPENDIX B: A SUMMARY OF SIGNIFICANT PLANS AND PROJECTS AT PRESIDENT'S PARK

Significant Plans and Projects — 1791–1994

Pierre Charles L'Enfant, 1791

Pierre L'Enfant's 1791 plan for the federal city, which was revised by Andrew Ellicott in 1792 and others, provides the base for today's city. The city was planned to rest on a series of terraces and to be oriented toward the river, making the most of available water features in the manner of the French designer Le Notre. Most important to L'Enfant's vision was a decentralized city of radial streets emanating from park and plaza areas, providing broad urban and ceremonial vistas and specific places for the executive, legislative, and judicial branches of government. The streets followed a grid system overlaid with a series of radial configurations centering on proposed plazas. The National Mall and President's Park combined to form a large L-shaped sward, the axial point of which terminated at the juncture of the Potomac River and Tiber (Goose) Creek. L'Enfant envisioned a palace and offices for the executive branch of government facing the river, framed by substantial grounds and connected to the Capitol by a broad ceremonial avenue later known as Pennsylvania Avenue. President's Park and its uninterrupted vista across the Washington Monument to the Jefferson Memorial serves as the northern arm of the Mall axis and constitutes one of the major elements of this seminal plan.[1]

Thomas Jefferson, ca. 1804

President Thomas Jefferson's specific plans for the property surrounding the White House are unknown. However, it is clear that he felt L'Enfant's park to be too extensive for the executive mansion. He attempted to reduce the substantial acreage of the house site in a number of ways. He envisioned the future Lafayette Park (known then as the President's Square) as a public space more oriented to the city and its citizens than to the executive precinct. He called for a stone wall to be built around the immediate house grounds in an attempt to scale the property to the house and to separate this area from the executive office buildings on the east and west. Jefferson added colonnaded Palladian arcades to the east and west as service additions. A vault was built for the treasury to the southeast of the house. It is not known how much of Jefferson's landscape plans were implemented; however, some schematics survive. Drives from Pennsylvania Avenue into President's Park on the south were designed as romantic serpentine paths after English landscapers in an effort to minimize the immensity of the landscape. The north approach was more formal in the French tradition, with allées of trees repeating the radial lines of the streets on the north lawn with a central north-south drive approaching the north entrance. Pennsylvania Avenue at President's Park was marked by a classical Roman triumphal arch designed by Benjamin Henry Latrobe and decorated with fasces topped with Phrygian liberty caps (ca. 1806). The lands south of the immediate grounds remained undeveloped. Jefferson also envisioned street plantings of Lombardy poplars on Pennsylvania Avenue that would visually link the Capitol and the President's House. Jefferson's vision for the property dominated its development until the mid-19th century.[2]

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[1] Frederick Gutheim for the National Capital Planning Commission, *Worthy of the Nation: The History of Planning for the National Capital* (Washington, DC: Smithsonian Institution Press, 1977), 15–20; Kenneth Bowling, *Creating the Federal City, 1774–1800: Potomac Fever* (Washington, DC: American Institute of Architects Press, 1988), 87–96, 102–5; Pierre Charles L'Enfant, "Plan of the City Intended for the Permanent Seat of Government of t[he] United States" (1791; published in Washington by the U.S. Coast and Geodetic Survey, 1887), Andrew Ellicott, "Territory of Columbia" (1794), 15, and Thackara and Vallance, "Plan of the City of Washington in the Territory of Columbia ceded by the States of Virginia and Maryland to the United States of America, and by them established as the Seat of their Government, after the Year MDCCC (1792), all as reprinted in John W. Reps, *Washington on View: The Nation's Capital since 1790* (Chapel Hill: University of North Carolina Press, 1991) 1–9, 15, 21, 27–8; Roger Trancik, *Finding Lost Space: Theories of Urban Design* (New York: Van Nostrand Reinhold, 1986), 155–78, passim. See also Elbert Peets, *On the Art of Designing Cities: Selected Essays of Elbert Peets* (Cambridge: MIT Press, 1968) and Werner Hegeman and Elbert Peets, *The American Vitruvius: An Architect's Handbook on Civic Art* (New York: Princeton Architectural Press, 1988); Fiske Kimball and George Harold Edgell, *History of Architecture* (New York: Harper Brothers, 1918); and William Ordway Partridge, *Art for America* (Boston: Roberts Co., 1895).

Charles Bulfinch, ca. 1818

Charles Bulfinch created various plans for the property, but they are now lost. It is thought that he was strongly influenced by Jefferson's earlier plans. Bulfinch planted the north park — later known as Lafayette Square — with close groupings of trees. Bulfinch's plans also included schemes for the National Mall and other adjacent properties.[3]

Robert Mills, ca. 1840

Robert Mills's plans for Washington included designs for the Capitol, the Mall, and President's Park. His 1841 plan of the Mall shows the White House and four office structures with an uninterrupted lawn proceeding to the Tiber, by this time a canal. Pennsylvania Avenue between Lafayette Square and the White House had been cut through by ca. 1824.[4]

Andrew Jackson Downing, 1851

Downing's 1851 plan for President's Park represents the first detailed plan for development. Downing's plan respected L'Enfant's initial concepts but also reflected typical mid-Victorian sensibilities. Downing was assisted by botanist W. D. Brackenridge. Under Downing's plan the development of Lafayette Park continued as a space more related to the surrounding neighborhood than to the White House, with serpentine walks on an elliptical plan bisected on the north and south by two additional bowed walks curving towards the center of the park. In the middle a pedestal was installed as a base for an equestrian statue of Andrew Jackson (installed in 1853). Downing designed the Ellipse as a broad, flat acreage bordered by a circular drive with a walk canopied by an allée of trees. The remainder of the property was evidently to be heavily planted with thickets of trees and shrubs and traversed by winding walkways and paths. Downing envisioned the Ellipse as both a military parade ground and as a place of public celebrations and recreation.[5]

It is not known how much of the plan was initiated before Downing's death in 1852. However, portions of the Lafayette Park plan had been undertaken. The Ellipse plan did not become a reality until 1880. The L'Enfant and Downing plans remained the general standard for property development until the Olmsted plan of the 1930s.

Thomas U. Walter, 1852

Upon Downing's death, architect Thomas U. Walter took over the formation of conceptual designs for President's Park. East and West Executive Avenues were proposed, and the east-west street from Pennsylvania Avenue to New York Avenue was improved.[6]

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[2] U.S. Congress, (2 Stat. 175); Thomas Jefferson, Landscape Sketch Map, c. 1802–1805, Library of Congress, as reproduced in William Seale, *The President's House*, 2 vols. (Washington, DC: White House Historical Association, with the cooperation of the National Geographic Society, 1986), illustrations 14, 90, 103, 109, 110, 116; William Seale, *The White House: The History of an American Idea* (Washington, DC: American Institute of Architects Press, 1992), 47, 86; National Park Service, *Lafayette Park*, by George F. Olszewski (Washington, DC: GPO, 1964) vii; Barbara McEwan, *White House Landscapes: Horticultural Achievements of American Presidents* (New York: Walker and Company, 1992), 47.

[3] *Van Ness vs. the United States and the Corporation of Washington*, as quoted in *Annual Report of the Commissioner of Public Buildings, October 11, 1856* ([Washington, DC]: No date), 855.

[4] Robert Mills, 1841, "Plan of the Mall," as reprinted in Gutheim, *Worthy of the Nation*, 53.

[5] NPS, Olszewski, *Lafayette Park*, 13, 15, 20; Seale, *The President's House*, 295, 300, 310–11, 343; Andrew Jackson Downing, "Plan for the Mall and President's Park" as copied by Bvt. Brig. Gen'l N. Michler, 1867; and "Map of the City of Washington and District of Columbia," no scale (1845), Record Group (RG) 77, F 116 and F 116 no. 2, National Archives (NA); Reps, *Washington on View*, 125, 139, 155, 157.

[6] Thomas U. Walter, "Proposal for President's Park, 1852," as redrawn for Arthur Cotton Moore Associates, *The Aesthetic Master Plan of the Main Treasury Building and Treasury Annex* (Washington, DC: ACM/A, 1985), plate 27, p. 41.

Alfred Mullet, ca. 1866–71

Treasury architect Alfred Mullet was responsible for the design and implementation of East Executive Avenue (1866), West Executive Avenue (1871), and the U-shaped drive linking the two south of the immediate White House grounds. Mullet's plans also included a fountain at the east entrance. It is thought that Mullet's plans were a further refinement of Downing's original designs. Mullet also had additional plans for the property that have been lost. Mullet's work coincided with the administration of President's Park by the U.S. Army Corps of Engineers, which began in 1867 and continued until 1933.[7]

U.S. Army Corps of Engineers, 1867–1933

During the period that the U.S. Army Corps of Engineers had responsibility for President's Park, the philosophical bases for administration were the L'Enfant, Downing, and later the McMillan Commission plans.[8]

- **Nathaniel Michler, 1867–71:** Michler reviewed the planning being done in the European capitals and specifically called for the preservation of vistas and the connection of the Mall and President's Park by introducing carriageways and walks using both above- and belowgrade connections. Michler felt that the Mall, the Washington Monument grounds, and President's Park should function as a cohesive unit. He also noted the need for recreational space; however, this must be interpreted in the mid-19th century context of the term. Michler began the task of filling in Tiber or Washington Canal (by this time an open sewer), adding fill to the Washington Monument grounds, and establishing roadways lined with trees parallel to the former canal right-of-way. The former canal lockhouse at the intersection of 17th and Constitution was retained. Michler also advocated plans to move the site of the presidential mansion.[9]
- **Orville E. Babcock, 1871–77:** Babcock's work reflected an interest in "scientific" methods. He instituted the first comprehensive inventory of plantings and plant materials on

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[7] Seale, *The President's House*, 433, 504; *Annual Report of the Commissioner of Public Buildings, October 30, 1866* ([Washington, DC]: No date), 547–48; Seale, *The White House*, 72, 120; Reps, *Washington on View*, 125, 139, 155, 157, 169, 171, 189, 191, 197, 213, 214, 227, 233, 235, 257; Gutheim, *Worthy of the Nation*, 64, 83, 152; *Annual Report of Brevet Brigadier General Nathaniel Michler, Major of Engineers, U.S. Army, in Charge of the Public Buildings and Grounds, Works, Etc* (Washington DC: GPO, 1868), 10.

[8] On February 26, 1925, tenure of the U. S. Army Corps of Engineers Office of Public Buildings and Grounds and the Superintendent of the State, War, and Navy Building as separate administrative entities ended. Under PL 68-478 these duties were combined under one authority known as the Office of Public Buildings and Public Parks of the National Capital. As in the case of earlier commissioners before the Corps of Engineers in 1867, the director of public buildings and public parks of the national capital now reported directly to the president. The director was also chosen from the ranks of the Corps of Engineers, now directly by the president. This arrangement had been in place *de facto* for many years; now it operated under official action. This order of things continued until June 10, 1933, when Executive Order 6166 transferred the duties of the office to the Office of National Parks, Buildings and Reservations, otherwise known as the National Park Service. See NPS, Olszewski, *Lafayette Park*, 1; *U.S. Statutes at Large, XIV* (Boston 1976), 466; *Annual Report, Director of Public Buildings Public Parks, 1933*, 1; Mary Jane Dowd, comp., *Records of the Office of Public Buildings and Public Parks of the National Capital, Records Group 42, Inventory No. 16* (Washington, DC: National Archives and Records Administration, 1992), 2–3; *Annual Report of the Chief of Engineers, 1925. Extract. Improvement and Care of Public Buildings and Grounds, Care and Maintenance of the Washington Monument and of the Highway Bridge across the Potomac River, and Erection of Monuments, Memorials, etc. Washington, District of Columbia. [by] C. O. Sherill, Lieutenant Colonel, Corps of Engineers, Colonel, USA, In Charge* (Washington, DC: GPO, 1925), 1,935.

[9] NPS, Olszewski, *Lafayette Park*, 1; *U.S. Statutes at Large, XIV* (Boston 1976), 466; National Park Service, *President's Park South*, by George F. Olszewski (Washington, DC: GPO, 1970), 11; N. Michler, Major of Engineers, to the Chairman of the Committee on Public Buildings and Grounds, 39th Cong., 2nd Sess., Senate Misc. Doc. no. 21 ([Washington, DC]: February 13, 1867), 1–7; *Annual Report of Brevet Brigadier General Nathaniel Michler, Major of Engineers, U.S. Army, in Charge of the Public Buildings and Grounds, Works, Etc. Annual Report [1867]* (Washington, DC: GPO, 1867), 4–7; *Annual Report [1868]*, 6, 10–12, 17–18, 26–27; "Appendix W" in *Annual Report [1869]*, 496–99, 501–2, 511–14; "Appendix Z" in *Annual Report [1870]*, 520–23, 528–29; Reps, *Washington on View*, 177–82; "Plan of President's Park," scale 1:80 (1879) O'8, 18A, RG 121, NA; "Plan for the President's Stables," no scale (Oct. 28, 1879), 1-1-1.14; "Map of the City of Washington, District of Columbia," scale 4": 1 Mile (1845), RG 121, F 116 no. 2., NA.

the property. Under his direction, water was introduced into Lafayette Square for irrigation purposes, and the wild garlic growing there was removed. Specific mixes of grass seed were used for the White House lawns. Walks were bricked. Animal displays, including prairie dogs and an eagle, were installed in Lafayette Square, and trees were moved from the square to the White House lawns. Two bronze urns were added to the landscape, and a watchman's lodge was built on the square in 1872. East and West Executive Avenues were connected on the south by 1872. Fountains were established on the north and south lawns. The Ellipse (by then referred to as the "White Lot") continued to be filled and graded. Babcock established a work and storage yard for the property on the Washington Monument grounds and also hired the first professional with the title "landscape gardener."[10]

- **Thomas Lincoln Casey, 1877–81:** The Ellipse was brought up to grade in 1879–80. The east-west drive through the "President's Grounds" (in the vicinity of today's Hamilton and State Places) was closed. Experiments continued with grass types, including strains of orchard and blue grass for heavily shaded areas. Ten laborers were working on the White House grounds, and by 1880 the eastern portion of the Ellipse had a parklike appearance.[11]
- **Almon F. Rockwell, 1881–85:** Rockwell continued to implement Downing's 1851 plans. President Chester Arthur's attempt to expand the White House failed.[12]
- **John M. Wilson, 1885–89:** Downing's circular drive and walk were established on the Ellipse and shaded with a double row of American elms on the either side of the adjacent walk. Ancillary drives north, south, east, and west of the Ellipse were also established. Some granite curbing was installed, and a lawn/rye seed mix was used on the Ellipse. The Bulfinch gatehouses were moved from the Capitol to the southeast and southwest corners of President's Park.[13]
- **Oswald Ernst, 1889–93:** Electric lights were installed on the Ellipse, and additional paving was done. The Lafayette statue was erected in 1891. The roadway south of the Executive Office Building was improved. New flagstone walks were installed in front of the White House on Pennsylvania Avenue, along with minor repairs. Gardeners catalogued 40,698 plants with both their botanical and common names in use at the White House and on its grounds.[14]
- **John M. Wilson, 1893–97:** Wilson recommended that the president's office be removed from the White House proper. Electric lighting was scheduled for Lafayette Park, along with new fencing in front of the White House. An asphalt walkway 15′ wide, with a 30′ parkway between the walkway and the road, was scheduled for the Ellipse and presented in plan view. Lafayette Park received a separate

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[10] "Appendix X2" in *Annual Report of the Chief of Engineers [1971]*, 968–70, 971–72; "Appendix Y" in *Annual Report [1872]*, 5–7, 9, 23; *Annual Report [1873]*, 2–4, 6–7, 11; "Appendix BB" in *Annual Report [1874]*, 3–4, 8–9, 11; "Appendix 1HH" in *Annual Report [1875]*, 10–3, 16–17; "Appendix GG" in *Annual Report [1876]*, 4, 7, 12–18; "Appendix KK1" in *Annual Report [1877]*, 6–10; Seale, *The President's House*, 483, 503; Andrew Dolkart for the Executive Office of the President, Office of Administration, *The Old Executive Office Building: A Victorian Masterpiece*, Mina Wright, ed. (Washington, DC: GPO, 1984), 1, 7–8, 21.

[11] "Appendix KK2 and 3" in *Annual Report of the Chief of Engineers [1877]*, 9–10, 12; "Appendix KK" in *Annual Report [1878]*, 1345, 1347; "Appendix LL" in *Annual Report [1879]*, 1881–82; "Appendix NN" in *Annual Report [1880]*, 2339.

[12] Seale, *The President's House*, 535–37, 545; NPS, Olszewski, *President's Park South*, 39–40; "Appendix RR" in *Annual Reports of the Chief of Engineers [1881]*, 2711–12, 2716; "Appendix QQ" in *Annual Report [1882]*, 2733–34, 2741–43, 2093; "Appendix SS" in *Annual Report [1884]*, 2339.

[13] "Appendix RR" in *Annual Report of the Chief of Engineers [1882]*, 2094–95, 2099, 2100, 2102, 2105, 2504–5, 2510; "Appendix VV" in *Annual Report [1885]*, 2503; "Appendix SS" in *Annual Report [1885]*, 2340; "Appendix ZZ" in *Annual Report [1888]*, 2781–88; Dolkart, *The Old Executive Office Building*, 2.

[14] "Appendix BBB" in *Annual Report of the Chief of Engineers [1890]*, 3535–36, 3556–61; "Appendix EEE" in *Annual Report [1891]*, 3907, 3913–15; "Appendix BBB" in *Annual Report [1892]*, iii, 3385–86, 3390–91, 3393, 3396–98.

designation as Reservation 10 in 1894. The first formal recreation permit was issued for the Ellipse in 1895.[15]

- **John S. Sewell, 1897; Theodore Bingham, 1897–1903:** Bingham continued Wilson's crusade for more presidential office space and revived previous plans for White House expansion. Bingham engaged an independent surveyor for the site and also called for removing the presidential stable. His tenure proved to be a great period of technological innovation at the site; however, all development decisions were still based on the L'Enfant and Downing plans. During this period, the Sherman monument was erected in Sherman Park south of the Treasury Building, a bridle path was laid out on the Ellipse, and public recreational demands continued to grow. Bingham's attempt to revamp the White House gave rise to the Senate Park Commission (or McMillan Commission) of 1901.[16]

Members of the Corps of Engineers continued to manage the property until 1933 when it was transferred to the Department of Interior and the National Park Service. No major changes were made to the property during this time, save for the installation of various monuments on the grounds and the extension and improvement of E Street between 1933 and 1936.[17]

Senate Park Commission (McMillan Commission), 1901

The 1901 plan by the Senate Park Commission (also known as the McMillan plan) used L'Enfant's original design as a base and refined some concepts concerning the Mall and President's Park. The commission consisted of Daniel H. Burnham, Frederick Law Olmsted, Jr., Charles F. McKim, and Augustus Saint-Gaudens. As promoters of the City Beautiful movement of the late 19th and early 20th centuries, the commission members traveled to Europe to survey works that might have influenced L'Enfant, such as those of Le Notre at Versailles and Vaux le-Vicomte. The Treasury Building, the Executive Office Building, Downing's parade, and the general plan for Lafayette Park were left intact, and Mullet's executive drives also remained. However, this plan proposed that the Ellipse become a circle, and that the dog-leg drives at the corners be removed. These items were never initiated. Tree plantings were relegated to the east and west borders of the Ellipse, leaving the bulk of the southern property open. The plan had little specific effect on President's Park except in a general sense, acknowledging the property as an important element in the overall fabric of the Monumental Core.[18]

McKim, Mead and White, 1902

A major renovation of the White House was undertaken in 1902. While not specifically tied to the grounds, the renovation changed the formal business and reception orientation of the building and grounds. The East and West Wings became primary points of daily ingress and egress, while the north and south entrances began to be used more for ceremonial functions. A drive was retained from the north to the Executive Office wing in 1902, servicing the "temporary" office established by President Theodore Roosevelt that same year.[19]

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[15] "Appendix CCC" in *Annual Report of the Chief of Engineers [1893]*, 4430–31. In the District of Columbia appropriation bill approved July 14, 1892, the secretary of war was authorized to grant permits for the use of public grounds for encampments of the Grand Army of the Republic. Under a joint resolution of Congress approved Jan. 23, 1893, permits were granted by the secretary of war to the Executive Committee on the Inaugural Ceremonies. See previous citation, iii, iv, 4315–16, 4326–31, 4336; "Appendix CCC" in *Annual Report [1894]*, 3273–75; "Appendix DDD" in *Annual Report [1895]*, 4139–41; "Appendix DDD" in *Annual Report [1896]*, 3984; "Appendix BBB" in *Annual Report [1897]*, 4038. Stanley W. McClure, "Acquisition of Areas in National Capital Parks in Addition to the 17 Original Appropriations," file H26 (History of NCP WHL-AM-005), Records of the Office of White House Liaison, Executive Support Facility, White House Liaison.

[16] "Appendix BBB" in *Annual Report of the Chief of Engineers [1897]*, 4027–32, 4039, 4055–57, 4060–61; "Appendix CCC" in *Annual Report [1898]*, 3737; "Appendix HHH" in *Annual Report [1900]*, 5252–53, 5256, 5260; "Appendix DDD" in *Annual Report [1901]*, 3693. Bess Furman, "Symbol Going Back in White House," *New York Times*, Oct. 23, [1951], photostatic copy, Office Files (OF 50), Misc. Reconstruction, file 1, box 312, Harry S. Truman Library (hereafter cited as HSTL).

[17] Olmsted Brothers, "Report to the President of the United States on Improvements and Policy of Maintenance for the Executive Mansion" (Brookline, MA., 1935), 1–32, passim; NPS, Olszewski, *President's Park South*, plate XXVI.

[18] Seale, *The President's House*, 655; Gutheim, *Worthy of the Nation*, 118–33; Trancik, *Finding Lost Space*, 155–78, passim.

Commission of Fine Arts, 1910–

Established by Congress in 1910, the Commission of Fine Arts evolved as a result of the McMillan Commission and the 1902 White House renovation. It replaced the Council on Fine Arts established by Theodore Roosevelt in 1909. The original commission members were architect Daniel H. Burnham, landscape architect Frederick Law Olmsted, Jr., architect Thomas Hastings, sculptor Daniel Chester French, artist Francis D. Millet, architect Cass Gilbert, and Charles Moore, the former secretary to Senator McMillan and the Senate Park Commission. Formed to carry forward the goals of the Senate Park Commission, the Commission of Fine Arts also took on the responsibility of reviewing proposals for the location of monuments, fountains, and statues in the District of Columbia, to select artists, and to advise on the design of public buildings. The commission has reviewed most additions to the landscape of President's Park since 1910: in 1911 it reviewed 41 project; today it reviews between 400 and 500 per year. The Shipsted-Luce Act of 1930 gave the Commission of Fine Arts jurisdiction over the review of new construction adjacent to or abutting existing or proposed public buildings and parks.[20]

George Burnap and Beatrix Farrand, 1913

First Lady Edith Wilson took personal interest in the establishment of rose garden areas adjacent to the East and West Wings on the south. Designer George Burnap provided plans for the west garden based on Mrs. Wilson's suggestions and provided for a "President's Walk." His design replaced an earlier effort by Edith Roosevelt and White House gardener Henry Pfister to create "Colonial Gardens" comprised of an elaborate scheme of parterres adjacent to the West Wing in 1902. Landscape architect Beatrix Farrand provided designs for the east garden. Both designs drew from Italian models reinterpreted in a formal Beaux Arts framework. These designs provided the basis for the west Rose Garden and the east Jacqueline Kennedy Garden as they are known today.[21]

National Capital Planning Commission (NCPC), 1926–

Preceded by the Commission of Fine Arts in 1910 and the National Capital Park Commission in 1924, the National Capital Planning Commission took over many of the duties of the Fine Arts Commission in seeing that the goals of the McMillan Plan of 1901 were carried out. Initial members included Frederick Law Olmsted, Jr., Frederick A. Delano, and Charles Eliot. Consultants included city planners and developers such as J. C. Nichols of Kansas City, Missouri, and John Ihdler of Pittsburgh, Pennsylvania. Maj. Gen. Ulysses S. Grant III served as a member and as the executive officer of the commission until 1933, when that position was taken over by personnel from the National Park Service. Grant's participation, his position as officer in charge of Public Buildings and Public Parks of the National Capital (formerly the Office of Public Buildings and Grounds) for the Army Corps of Engineers, and his supervision of work on the White House grounds provided an important link between President's Park and municipal planning efforts. The commission has since executed many plans of its own for the nation's capital.[22] Among the most significant are the following:

- **Skidmore, Owings and Merrill, 1962–69:** Beginning in the Kennedy administration, the Skidmore, Owings and Merrill plan also drew inspiration from the Johnson administration's beautification programs of the 1960s. Elaborate plans included an underground parking facility and tunneling certain major east-west thoroughfares. The Haupt fountains at 16th

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[19] "Appendix EEE" in *Annual Report of the Chief of Engineers [1903]*, 2525; Seale, *The White House*, 166, 185, 204.

[20] Sue A. Kohler, *The Commission of Fine Arts: A Brief History 1910–1990* (Washington, DC: The Commission of Fine Arts; 1990), 1–7; Gutheim, *Worthy of the Nation*, 200–1.

[21] Seale, *The President's House*, 777–79; Seale, *The White House*, 206–11.

[22] Gutheim, *Worthy of the Nation*, 185–87.

Street and Constitution Avenue were installed concurrent with this overall grand design; however, little else was realized due to funding complications and a change in presidential administrations.[23]

- **Advisory Council on Pennsylvania Avenue Master Plan, 1964:** The 1964 plan called for, among other things, formal street plantings, with a new plaza terminus on the northwest designed with Renaissance-inspired paving patterns.[24]
- **Joint Committee on Landmarks, 1965:** As a cooperative effort of the National Capital Planning Commission, the Commission of Fine Arts, and the District of Columbia, historic preservation considerations were addressed before the 1966 National Historic Preservation Act put such concerns into a legal framework. The committee took a particular interest in Lafayette Park and the preservation of the surrounding neighborhood.[25]

Pennsylvania Avenue Development Corporation (PADC), 1962–96

In 1962 President Kennedy appointed an Advisory Council on Pennsylvania Avenue, chaired by Nathaniel Owings, in an attempt to revitalize L'Enfant's original vision for the avenue. In 1972 the advisory council was replaced by the Pennsylvania Avenue Development Corporation. This corporation has envisioned, among other things, the reconstruction and reinterpretation of the five major squares between the White House and the U.S. Capitol along Pennsylvania Avenue. These five squares are a portion of the some 30 projects sponsored by the corporation. The corporation ceased operations in 1996. The following represent major plans sponsored by the Pennsylvania Avenue Development Corporation having an immediate effect on the White House and President's Park:

- **Venturi, Rauch and Scott Brown, 1980:** The design for the western plaza attempted to invoke L'Enfant's original city plan in a playful "nonliteral" and "ironic" montage of symbolic forms cast in granite. Venturi envisioned two 86′ high pylons to frame the western terminus, referencing both Le Notre and L'Enfant and their baroque aesthetics in terminating the ends of vistas with buildings, statuary, or plantings. The pylons were removed from the final plan.[26]
- **M. Paul Friedberg, 1981:** Friedberg's Pershing Park, a contemporary element with Venturi's western plaza, represents a departure from traditional planning concepts by turning the focus inward to a green and watered refuge from the city. Although controversial, the park has remained extremely popular.[27]

Other Significant Plans

Olmsted Brothers, 1935

Frederick Law Olmsted, Jr., and his associates formulated plans specifically for the White House grounds. The plan again emphasized the importance of the L'Enfant vistas to the south and north and scheduled the removal and addition of plantings to complement this concept. The Grant administration's fiddle-shaped drive immediately south of the White House was removed and replaced with a circular roadway with a sunken south drive running from east to west. Olmsted was assisted by Morely Williams, who had been involved with the restoration of the landscape at Mount Vernon. Olmsted concentrated on "matters of appearance," seclusion, and privacy, but also addressed parking, service areas, deliveries, com-

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23. NPS, Olszewski, *President's Park South*, plates XXVI through XXXI. Trancik, *Finding Lost Space*, 164. Gutheim, *Worthy of the Nation*, 294. Skidmore Owings and Merrill, "Ellipse One- and Two-level Garage Feasibility Studies, Summary Reports," 1967. "Washington Mall Circulation System," 1973

24. Trancik, *Finding Lost Space*, 165, plate 25: *The Campidoglio* (engraving by Etienne Duperac, 1569) as reproduced in H. W. Janson, *A History of Art: A Survey of the Major Visual Arts from the Dawn of History to the Present Day* (New York: Harry N. Abrams, 1966), 363; Thomas U. Walter, "Proposal for President's Park, 1852," as redrawn for Arthur Cotton Moore Associates, *The Aesthetic Masterplan of the Main Treasury Building and Treasury Annex* (Washington, DC: ACM/A, 1985), plate 25, p. 39

25. Gutheim, *Worthy of the Nation*, 293.

26. Trancik, *Finding Lost Space*, 169–71.

27. Ibid.

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munications, circulation, formal gardens, viewsheds, and related items. Olmsted particularly wanted to see the formal entrance to the White House reestablished at the north portico instead of the east and west wings as designed by McKim, Meade and White in 1903. Olmsted's 1935 plan has served as the general basis for all landscape work within the White House fence to the present day. Although Olmsted discouraged the use of East and West Executive Avenues as major traffic routes, his work concerning the reconfiguration of E Street in the vicinity of Sherman Park, and the final use of State Place as an element of the east-west traffic route across the site further reenforced the bisection of President's Park. Plans for extending E Street through the property appear on maps as early as 1932; by 1936 the roadway was in operation. With the connection of E Street to freeway systems on the west in the 1960s, a major arterial thoroughfare bisected L'Enfant's site.[28]

National Park Service, ca. 1935

Lafayette Park (renamed from Lafayette Square in 1933) was substantially reworked by the National Park Service in the 1930s. Many of the Downing-inspired serpentine secondary walks were removed, and new walks were installed. A new walk design, based on the original Downing scheme, was installed. Plant material was reworked, with thoughts to opening the vista to the north. The two bronze urns placed in the park in 1872 were relocated to the eastern and western edges of the park. Discussions regarding the removal of the Jackson statue, however, were tabled.[29]

Truman Renovation, 1949–52

The grounds of the White House were changed into a construction yard between 1949 and 1952 to accommodate the extensive renovation of the mansion. As a result, the grounds required complete relandscaping, which was accomplished for the most part by the National Park Service. Many individual elements were replaced, removed, or relocated; however, the Olmsted plan of 1935 served as the guiding principle in restoring the grounds, the major roadways and configurations.[30]

John Carl Warnecke Associates, 1962–69

From 1962 to 1969 John Carl Warnecke Associates, in conjunction with Mrs. Paul Mellon and the National Park Service, redesigned Lafayette Park. Warnecke retained the basic 1930s walk design, based on the Downing scheme, and paved the walks in brick. Two fountains were built to the east and west of the Jackson statue in the general areas of the 1872 urns. The bronze urns were then placed in their present-day positions at the central entrance to the park on the south.[31]

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[28] Olmsted Brothers, "Report to the President," 1–32, 36–8, 39–55, passim; NPS, Olszewski, *President's Park South*, plate XXVI.

[29] NPS, Olszewski, *Lafayette Park*, 7, 44–8.

[30] "Immediate Release [Restoration of the Historic Executive Mansion Grounds]," March 19, 1952, TMs, PSF, file 3, box 301, HSTL; Fanny-Fern Davis, management agronomist for George W. Harding, chief, Horticulture Branch, National Capital Parks, National Park Service, "Report on the Care and Rehabilitation of the Executive Mansion Grounds Incident to the Renovation of the White House January 1950 to May 1952," TMs (Washington, DC: National Park Service, 1952), 1–3; Harry S. Truman to Douglas W. Orr, Apr. 13, 1952, Orr to Truman, Apr. 14, 1952, and Truman to Orr, Apr. 18, 1952, PSF, file 3, box 301, HSTL; Matthew J. Connelly to Senator Millard E. Tydings, Jan. 23, 1950, Office Files (OF) 50, file 2, box 309, HSTL; Seale, *The President's House*, 1050–51; Harry S. Truman to Mrs. Hazel F. Taylor, Sept. 9, 1951, OF, HSTL.

[31] NPS, Olszewski, *Lafayette Park*, 26–28, 40–49, 60–64; Bernardo Rostad to John C. Warnecke, Dec. 30, 1960, memorandum re: "Meeting 12/27 Lafayette Square," D 18, Master Plan Lafayette Square 1/1/66 to 1/1/68, 68A-3201, box 18, ARD/WHL/NPS.

APPENDIX C: AN INVENTORY AND ASSESSMENT OF STRUCTURES AND MEMORIALS WITHIN AND ADJACENT TO PRESIDENT'S PARK

Historic Structures and Districts

American Red Cross National Headquarters National Historic Landmark. This structure, on the southwest corner of 17th and D Streets, NW, is a white marble structure designed in the Beaux Arts style with traditional classical ornaments. The structure is significant because it symbolizes the social and humanitarian role of the nation's largest official relief organization. (NHL 1985)

American Peace Society National Historic Landmark. This structure is a large Victorian townhouse at 734 Jackson Place dating from the 1860s. From 1911 to 1948 it was the home of the American Peace Society, "the oldest organization in America engaged exclusively in efforts to promote international peace." This structure is also a part of the Lafayette Square National Historic Landmark District. (NHL 1974)

American Revolution Statuary. Four sculptures in Lafayette Park — Lafayette, Kosciuszko, von Steuben, and Rochambeau — are included in this nomination for outdoor statues throughout Washington that are maintained by the National Park Service. Their significance, apart from the important people and events in the military and political history of the country, lies in the history of sculpture and the monumentation of the city. These sculptures are also a part of the Lafayette Square National Historic Landmark District. (NRHP 1978)

American Security and Trust Company. This Neo-Classical Revival structure on the northwest corner of 15th Street and Pennsylvania Avenue, NW, was built in 1904–5. It is significant for its architecture and its history as an important bank in the nation's capital. The structure is also a part of the Lafayette Square National Historic Landmark District. (NRHP 1973)

Ashburton House (St. John's Church Parish House) National Historic Landmark. This residential structure at 1525 H Street, NW, is four stories with a mansard roof, massive stone frame window surrounds, and a "brownstone finish" exterior. The house is significant as the home of the British legation during the 10 months of negotiations that resulted in the Webster-Ashburton Treaty of 1842, resolving the long-standing dispute with Great Britain over major segments of the boundary with Canada. This structure is also a part of the Lafayette Square National Historic Landmark District. (NHL 1973)

Bachelor Apartment House. This structure at 1737 H Street, NW, is one of the few remaining early 20th century bachelor apartment buildings remaining in the Lafayette Park area. It was designed by the Washington architectural firm of Wood, Donn, and Deming in 1905 in an eclectic style utilizing several historic elements, notably French and Jacobean. It is five stories and contains 25 apartments. The structure is significant for its architecture and the unique social niche it represented — that of wealthy bachelors living in luxury apartments in a downtown location catering to federally employed officials and military elite. (NRHP 1978)

Blair House National Historic Landmark. This two-story, yellow stucco townhouse at 1651 Pennsylvania Avenue, NW, was constructed between 1824 and 1827. It is significant for the great number of nationally prominent dignitaries who have resided or been received here and as a center of social gatherings, the meeting place of great leaders, and the setting for great events for more than 150 years. The Blair House, also a part of the Lafayette Square National Historic Landmark District, is the presidential guest house. (NHL 1973)

NOTE: The year that a structure or district was added to the National Register of Historic Places (NRHP), designated a national historic landmark (NHL), or recognized by the District of Columbia (DC) is shown in parentheses at the end of the listing. Several properties have multiple designations; in these cases only the highest designation is listed; for a complete listing of all designations, consult the "Cultural Landscape Report" (EDAW, Inc., et al. 1995).

Bond Building. This seven-story Beaux Arts office building was constructed in 1900 on the southwest corner of 14th and New York Avenue, NW. It is an important example of commercial architecture in the late 19th and early 20th centuries, which imparted a unique architectural identity to the city. (NRHP 1983)

Carnegie Endowment for International Peace National Historic Landmark. This three-story structure at 700 Jackson Place, NW, is a modest townhouse constructed in 1860 in the Italianate style. From 1911 to 1948 this structure was headquarters for the Carnegie Endowment for International Peace, a research and educational organization. It is significant for its association with this social/humanitarian organization. (NHL 1974)

Chase's Theater and Riggs Building (Keith's Theater and Albee Building). This theater/office building at the southeast corner of 15th and G Streets, NW, was erected between 1911 and 1912. It was designed by prominent Washington architect Jules Henri de Sibour in the Beaux Arts style. It is significant both for its architecture and for its importance as a center of Washington theatrical life. The rear portion and the theater were demolished in 1979. It is also a part of the Fifteenth Street Financial Historic District. (NRHP 1978)

Civil War Monuments in Washington, D.C. This nomination includes outdoor statues commemorating American Civil War figures maintained by the National Park Service. Four sculptures within and near President's Park are covered by this nomination — Maj. Gen. James B. McPherson, Adm. David G. Farragut, Maj. Gen. John A. Rawlins, and Gen. William Tecumseh Sherman. In addition to commemorating significant military and political persons, the statues are significant to the history of sculpture and the monumentation of the city. (NRHP 1978)

Commercial National Bank. This neoclassical, 11-story office building at the northwest corner of 14th and G Streets, NW, was designed in 1917 by influential Washington architect Waddy B. Wood. It is an excellent early example of the simplified classicism that distinguishes some of Washington's most noteworthy early 20th century buildings. It is significant for its architecture and as a notable work by an important architect. (NRHP 1991)

Constitution Hall National Historic Landmark. Constitution Hall at 311 18th Street, NW, is a large Neoclassical structure built by the National Society of the Daughters of the American Revolution to accommodate their annual meetings. It quickly became the unofficial cultural center of the nation's capital. It was designed by eminent architect, John Russell Pope, 1928–29. The structure's significance lies in its architecture, its design by an important American architect, its importance to the arts, politics, and educational movements in Washington and the country, and its association with an important women's organization. Constitution Hall is part of the Seventeenth Street Historic Area. (NHL 1985)

Corcoran Gallery of Art. The Corcoran Gallery is a French Beaux Arts structure with "neo-Greco" details that was originally designed by Ernest Flagg in 1894–97 and added to by Charles Adams Platt in 1925–28. It faces east on 17th Street between E Street and New York Avenue, NW. It is significant for its architecture, the fact that it is an important work by two significant American architects, its association with the history of art in America, its association with prominent Washingtonian William Wilson Corcoran, and its educational mission. The Corcoran Gallery is part of the Seventeenth Street Historic Area. (NRHP 1971)

Decatur House National Historic Landmark. This structure at 748 Jackson Place, NW, was constructed in 1819 for Commodore Stephen Decatur. Designed by Benjamin Henry Latrobe, the most famous U.S. architect of the early 19th century, it is a brick Federal style structure with a stone foundation. It is significant as one of the few remaining structures associated with Latrobe, and the fact that it was the home of a famous 19th century military hero and subsequently the residence of several important Washington political figures. This structure is also a part of the Lafayette Square National Historic Landmark District. (NHL 1971)

District Building. The District Building, built between 1904 and 1908 in the Beaux Arts style, occupies the entire block between D and E Streets, 13-1/2 and 14th Streets, NW, south of Pennsylvania Avenue. It is a granite and marble structure five stories tall and designed by the Philadelphia firm of Cope and Stewardson. It is significant as an excellent example of Beaux Arts classicism and for its social and political contribution to the cultural heritage of the District of Columbia. This structure is also a part of the Pennsylvania Avenue National Historic Site. (NRHP 1972)

Executive Office Building National Historic Landmark. The Executive Office Building (today known as the Old Executive Office Building) was constructed between 1871 and 1888 in the French Renaissance style, after a design by Alfred B. Mullett. The six-story building is of purple-gray granite with purple slate mansard roofs. It is significant for its architecture and for its association with men, events, and decisions of national importance. This structure is also a part of the Lafayette Square National Historic Landmark District. (NHL 1971)

Federal Triangle Historic District. Established by the District of Columbia, the historic district includes those neo-classical structures that make up the Federal Triangle complex. Also included is the United States Department of Commerce Building. (DC 1968)

Fifteenth Street Financial Historic District. This nomination covers 22 buildings along 15th Street, NW, between Sherman Park and McPherson Square, all but four of which were constructed between 1900 and 1930. Each building exhibits a monumentality of scale emulating the Treasury Building, a classical vocabulary, stately proportions, white or light colored building materials, and rich sculptural detail. The district is cohesive because it consciously followed the concepts of the City Beautiful movement in urban planning. Several of the structures are also included within the Lafayette Square National Historic Landmark District, the Pennsylvania Avenue National Historic Site, or are listed separately on the National Register of Historic Places. Structures within the district include the Treasury Building, National Metropolitan Bank Building, Chase's Theater and Riggs Building (Keith's Theater and Albee Building), National Savings and Trust Company, Riggs National Bank, American Security and Trust Company Building, Hotel Washington, W. B. Hibbs & Company (Folger Building), Playhouse Theater, Union Trust Company (First American Bank), Southern Building, Washington Building, American Security Building, Walker Building, Securities Building, Woodward Building, Bowen Building, Liberty National Bank, Shoreham Building, Lafayette Building, and Davidson Building. The district is significant for its architectural cohesiveness and integrity, its association with significant architects, and its association with the leading financial institutions in the District of Columbia. (NRHP eligible 1984)

Garfinkel's Department Store. Designed in 1929 by the New York architectural firm of Starrett and Van Vleck and expanded on the west end of the south elevation in 1946, this commercial structure complements the surrounding monumental architecture. With its large display windows with bronze framing on the ground level, and its fenestration scale and pattern on the corresponding upper levels designed to mimic French doors and balcony treatments, the building reflects a typical commercial building scheme evident across the United States in the years between the First and Second World Wars. (NRHP 1995)

W. B. Hibbs & Company Building (Folger Building). The W. B. Hibbs & Company Building was constructed between 1906 and 1908. This 10-story structure at 725 15th Street, NW, is significant as an excellent example of Beaux Arts architecture and its association with the W. B. Hibbs & Company, which was part of the first movement to establish Washington as a true financial center. This structure is in an extraordinary state of preservation and is also a part of the Fifteenth Street Financial Historic District. (NRHP 1991)

Lafayette Square National Historic Landmark District The district includes the area generally from 15th to 17th Streets, NW, and from State and Hamilton Places on the south to the north side of H Street, NW, excluding the White House grounds. Properties that contribute to the district are Lafayette Park, the Old Executive Office Building, the Treasury Building, Renwick Gallery, Blair House, the former American Peace Society house, the former Carnegie Endowment for International Peace building, Decatur House, Chamber of Commerce, Hay-Adams Hotel, St. John's Episcopal Church and the Ashburton house, the Veterans Administration building, the Cutts-Madison house, the old Cosmos Club annex, the Tayloe-Cameron house, National Courts Building

(Federal Circuit Court of Appeals and U.S. Court of Claims), Treasury Annex, Riggs National Bank, American Security and Trust Company, and National Savings and Trust Company. Many of these structures are also separately listed on the National Register of Historic Places. Lafayette Square is, itself, also a part of a larger national historic district nomination for the L'Enfant Plan of the City of Washington, District of Columbia. The district is significant for its association with the L'Enfant plan, its association with landscape designer Andrew Jackson Downing, and for the architectural significance of the structures surrounding the square that are rooted in the Federal period but express architectural styles through 19th-century Victorianism, early 20th-century Edwardian, and the 1920s Beaux Arts. The landmark district is also significant in the fields of commerce, military, and political affairs. (NHL 1970)

L'Enfant Plan of the City of Washington, District of Columbia. The L'Enfant Plan listing on the National Register of Historic Places recognizes the plan's significance to the beauty and history of Washington and identifies the remaining aspects of the original plan, as well as those modifications made in accordance with the McMillan plan of 1901–2. The period that is recognized dates from 1791 to World War II. It celebrates the only American example of a comprehensive baroque city plan with a coordinated system of radiating avenues, parks, and vistas laid over an orthogonal system. It is significant for its relationship to the creation of the new United States and its capital; for its design by L'Enfant, and the subsequent development and enhancement by numerous significant persons and groups responsible for the city's landscape architecture and regional planning; and for its well-preserved, comprehensive, classical Beaux Arts design. Included in the listing are Lafayette Park; Federal Reservation 1 (President's Park between Pennsylvania and Constitution Avenues and between 15th and 17th Streets, NW, except for the White House and grounds); all public streets and avenues throughout the study area; vistas on 16th Street through the study area, F Street from the Treasury east, Connecticut Avenue from the White House north, New York Avenue from the White House north and from the Old Executive Office Building south, Pennsylvania Avenue, and Vermont Avenue from the White House north. (NRHP 1997)

Lock Keeper's House, C & O Canal Extension. The Lock Keeper's House on the southwest corner of 17th Street and Constitution Avenue, NW, is a 1½ story rectangular Federal style structure with two dormers, gable-end chimneys, and a center doorway. It was built in 1833. Originally 2½ stories, the structure was moved to its present location in the early 1930s. It is significant as the only remnant of an extension built to connect the Washington City Canal with the C & O Canal. (NRHP 1973)

Memorial Continental Hall. Memorial Continental Hall was designed by New York architect Edward Pearse Casey and constructed on the west side of 17th Street between C and D Streets, NW. It was completed in 1910, a "free adaptation" of Georgian architecture in pale gray Vermont marble. It was designed to be the headquarters and annual meeting hall for the Daughters of the American Revolution but was quickly outgrown and supplemented by Constitution Hall in 1929. The structure is significant as the site of the Arms Limitation Conference or Washington Conference in 1921. Memorial Continental Hall is part of the Seventeenth Street Historic Area. (NHL 1972)

National Metropolitan Bank Building. The National Metropolitan Bank building was constructed between 1905 and 1907 at 613 15th Street, NW. The architects were B. Stanley Simmons of Washington and the New York firm of Gordon, Tracy, and Swartout. Although designed by different architects than the Chase's Theater and Riggs Building next door, it was designed to work with that building to present a unified Beaux Arts front. The structure is significant both for its architecture and for the prominence of the bank in the Washington financial community beginning in 1814. This structure is also a part of the Fifteenth Street Financial Historic District. (NRHP 1978)

National Savings and Trust Company. This high Victorian structure at 15th Street and New York Avenue, NW, was built in 1888 and enlarged in 1916 and 1925. Constructed of brick, sandstone, and bronze, the building was designed by James Windrim, a prominent Philadelphia architect. One of Washington's finest commercial buildings, it stands in marked contrast to the neighboring Beaux Arts structures. It is significant

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for its architecture and as a prominent, longtime Washington banking concern. (NRHP 1972)

Pan American Union The Pan American Union is on the block bounded by 17th, 18th, Constitution, and C Streets, NW. It is the secretariat of the Organization of American States, which works to promote economic, social, juridical, and cultural relations among all member states. The property consists of three structures, a stable designed by Benjamin Latrobe (1816), a residence originally designed for the secretary general, and a main building that blends the classical style in vogue at the time of construction (1908–10) with Latin American motifs. The residence and main building are the work of Philadelphia architects Albert Kelsey and Paul P. Cret. The structure is also significant in the history of Pan-American relations. The Pan American Union is part of the Seventeenth Street Historic Area. (NRHP 1969)

Pennsylvania Avenue National Historic Site. This area includes a portion of Pennsylvania Avenue and many of the structures on both sides from Capitol Hill to the White House. The structures span the period from the 18th to the 20th century and include Ford's Theater, several blocks of the city's commercial district, and numerous federal structures. The avenue is significant for its relationship with the L'Enfant plan and its ceremonial function for inaugural parades, state funeral processions, victory parades, and other public ceremonies. The structures along its route are also significant for their architecture or historical significance to the city and the nation. (NRHP 1966)

President's Park South. This historic park includes the area bounded by State Place, South Executive Avenue, and Hamilton Place on the north, 15th Street on the east, Constitution Avenue on the south, and 17th Street on the west. It is significant as an important element of L'Enfant's 1791 plan for Washington and as the primary remnant of Andrew Jackson Downing's 1851 landscape design for the National Mall and the adjoining area. Its most prominent feature is the Ellipse. It is also the location of the National Christmas Tree, the Bulfinch gatehouses, the Sherman statue (also included in the nomination for Civil War monuments in Washington D.C.), the First Division Monument, the Butt-Millet memorial fountain, the Second Division Monument, the Zero Milestone, the Original Patentees of the District of Columbia memorial, the Boy Scout Memorial, and the Haupt fountains. (NRHP 1980)

Renwick Gallery of the Smithsonian Institution National Historic Landmark. Constructed in 1859–61 on the northeast corner of Pennsylvania Avenue and 17th Street, NW, this structure was designed in the French Second Empire style by James Renwick and Robert Auchmutz for its benefactor, William Wilson Corcoran, Washington banker and philanthropist. It is significant for the excellence of its architectural detail and its seminal position in the development in the United States of the Second Empire style. It is also significant for its use during the Civil War as the Clothing Department for the Union Army, for its place in the history of American art as one of the earliest public art galleries, and for its use by the U.S. Court of Claims. (NHL 1971)

Riggs National Bank. The Riggs National Bank building was constructed between 1899 and 1902 by the prominent New York firm of York and Sawyer at 15th Street and Pennsylvania Avenue, NW. It was designed in the popular Beaux Arts style known as Neoclassical Revival, featuring a white granite facade, Ionic columns, and a pedimented bay over the entrance. It is significant for its architecture and its association with a prominent Washington banking institution since 1836. Often referred to as the "President's Bank," Riggs has served many noted military, political, and civic leaders and has handled many important federal financial transactions, such as cashing the draft paid to Russia for the purchase of Alaska. Riggs National Bank is also a part of the Lafayette Square National Historic Landmark District and the Fifteenth Street Financial Historic District. (NRHP 1971)

Seventeenth Street Historic Area. The area was established by the District of Columbia as a historic neighborhood comprised of four important Beaux Arts buildings. The buildings, constructed between 1897 and 1930, flank the western edge of the Ellipse and President's Park South. They include the Corcoran Gallery of Art, the American Red Cross, the Daughters of the American Revolution (including Constitution Hall and Memorial Continental Hall), and the Pan American Union.

Also included is the Van Ness stable, a building related to an early 19th century residential complex designed by Benjamin Henry Latrobe and located at the rear of the Pan American Union property. (DC 1968)

St. John's Church National Historic Landmark. Benjamin Latrobe designed St. John's, which was constructed in 1815–16 in the form of a Greek cross. A later addition transformed it into the Latin Cross extant today. On the northeast corner of 16th and H Streets, NW, it is of brick and yellow stucco with white trim. A lantern cupola sits above a flat dome at the intersection of the wings. An entrance portico with Doric columns fronts the west addition. The structure is significant as the work of a master architect, as a notable example of late Federal architecture, for its association with various presidents and other important American statesmen, and as one of three original structures remaining around Lafayette Park. St. John's Church is also a part of the Lafayette Square National Historic Landmark District. (NHL 1960)

Union Trust Company. Constructed at 740 15th Street, NW, in 1906–7 in the Neoclassical Revival style, the building was twice expanded, in 1927 and again in 1980–83. It is a nine-story concrete and steel structure with granite ashlar facing. The outstanding feature of its two facades is a Corinthian colonnade supporting a simple molded entablature and decorated cornice. It is significant as an excellent example of neoclassical revival architecture by a well-known Washington architectural firm Wood, Donn, and Deming. The Union Trust Building is also a part of the Fifteenth Street Financial Historic District. (NRHP 1984)

U.S. Chamber of Commerce. This structure at 1615 H Street, NW, is a four-story limestone Beaux Arts classical revival building designed by Cass Gilbert, one of the most accomplished architects of the early 20th century, and was completed in 1925. While the colonnaded corner building has been altered over the years, its appearance from the street is virtually unchanged. It is significant for its association with the U.S. Chamber of Commerce, which has represented American business interests in Washington since its inception in 1912. The building is also a contributing element of the Lafayette Square National Historic Landmark District. (NRHP 1992)

U.S. Department of the Treasury National Historic Landmark. The Treasury Building was constructed in stages between 1836 and 1869 and is the work of Robert Mills (1836–42), Ammi B. Young and Alexander H. Bowman (1855–61), Isaiah Rogers (1862–64), and Alfred B. Mullett (1867–69). It is regarded as the most outstanding example of Greek Revival civil architecture in the United States. It was the largest nonmilitary structure undertaken by the government at the time, and it influenced numerous other examples of civil architecture across the country. The building is also a part of the Lafayette Square National Historic Landmark District, the Fifteenth Street Financial Historic District, and the Pennsylvania Avenue National Historic Site. (NHL 1971)

Washington Monument. The Washington Monument nomination roughly covers the area between 14th and 17th Streets and between Constitution Avenue and the Tidal Basin. It includes three structures and a historic marker — the Washington Monument, the survey lodge, the memorial lodge, and the Jefferson pier marker. The Washington Monument, constructed between 1848 and 1885, is an Egyptian Revival obelisk 555′ tall, 55′ wide at the base and tapering to 34′ at the top. It is granite with a white marble overlay. Inside a flight of 899 steps, surrounding a central elevator, climbs to an observation deck in the "pyramidion" that caps the shaft. There are 198 commemorative stones lining the walls of the stairway. The survey lodge, formerly known as the "boiler room," is a small, one-story structure constructed in 1886 of refuse marble and granite. Its basement originally housed the boilers that provided steam to run the elevator in the monument. The memorial lodge was built in 1888, also of refuse granite and marble, to provide restrooms for visitors, Washington National Monument Society records, and a residence for the monument custodian. It is a flat-roofed, one-story structure with a partial basement. The east front consists of a central porch recessed into the front wall and screened by two marble columns. The Jefferson pier marker is a small monument west and north of the Washington Monument that marks the spot of an earlier marker placed to identify the original L'Enfant-proposed location of the Washington

Monument. The Washington Monument is significant as the nation's foremost memorial to the first president, as a major example of 19th century Egyptian Revival architecture, and as a notable accomplishment in structural engineering for its period. It and its landscaped grounds are literally central to the monumental core of the nation's capital. (NRHP 1966)

White House. The White House at 1600 Pennsylvania Avenue, NW, was originally constructed 1791–1800, the work of James Hoban. It was reconstructed in 1815 after being burned by British soldiers during the War of 1812. It has been the home of every president of the United States since John Adams. The exterior of the main structure, despite some additions and minor changes, remains much as it was in 1800; the interior has been completely renovated using the historic floor plan. It is significant for its Federal architecture, as a symbol of the presidency, and for the important decisions made within its walls over the years. (NHL 1960)

Willard Hotel. The present Willard Hotel, at 1401–09 Pennsylvania Avenue, NW, was constructed between 1900 and 1904, with an addition in 1925. It is an excellent example of French-inspired eclectic Beaux Arts classicism. It was hailed as Washington's first skyscraper when constructed. It is significant for its architectural excellence, its association with a master architect, Henry Janeway Hardenbergh, and its location as a commercial center for the city of Washington. The Willard Hotel is also a contributing element of the Pennsylvania Avenue National Historic Site. (NRHP 1974)

Winder Building. The Winder Building occupies the northwest corner of 17th and F Streets, NW. It was built in 1847–48 as a commercial venture and later sold to the federal government, although it has always been occupied by governmental agencies. It is a five-story brick building with a basement. Although altered on several occasions, it retains its significance as one of the few remaining pre–Civil War office buildings in Washington. It is notable for its early use of iron beams and its central heating system. The building's main significance lies in its history of military and governmental use. (NRHP 1969)

Memorials

For a full listing of citations associated with the memorials, see the "Administrative History, the White House and President's Park" (NPS 1995a).

Lafayette Park

Jackson Statue

Sculptor: Clark Mills

Dedication: January 8, 1853

Authorized under an act of Congress on March 3, 1853, with $20,000 appropriated and $12,000 donated by the Jackson Democratic Association of Washington, D.C. Statue cost: $32,000. The cost of the pedestal was $8,000, with monies appropriated by acts of August 31, 1852 ($5,000), March 3, 1853 ($3,000), and May 31, 1854 ($500). The statue represents the first equestrian statue to be cast in Washington, D.C., and the second in the country. It was cast from cannon captured by Jackson at Pensacola, Florida, in 1818. Stephen A. Douglas of Illinois delivered the dedication speech. The inscription "Our Federal Union, It Must Be Preserved," originally planned as part of the monument, was not added to the pedestal until 1909.

Jackson Cannon

Dedication: Date unknown

The four cannon around the base of the Jackson statue were captured in the Battle of Pensacola in 1818. Officials ordered the muzzles of the guns sealed in World War I. The carriages have been replaced and repaired often. The cannon were cast by Josephus Barnola of Barcelona, Spain. Two bear the Spanish coat of arms of Ferdinand VI and the motto "Violati Regis Fulmina" (Thunderbolts of an Outraged King). These pieces were cast in 1748 and named for two Visigothic kings of Spain in the late 7th and early 8th centuries — "El Egica" (5'5"; cal. 8.6 cm.) and his son "Witiza" (5'5"; cal. 9 cm.). The other two pieces were cast by Barnola in 1773 and were named "El Apolo" (Apollo; 5'11"; cal. 8.9) and "El Aristeo" (Aristeides; 5'10½"; cal. 8.9) after Greek gods. The first reinforce of one of the pieces is engraved with the date of its capture by Jackson at the fortress of San Carlos de

Barracas, Pensacola, May 28, 1818, and also includes the names of his officers.

Memorial Urns

In 1872 Secretary of the Navy George M. Robeson ordered two memorial urns to be cast at the Washington Naval Yard brass foundry. Weighing about 1,300 pounds each and 7′ in height, they were installed on granite pedestals in Lafayette Park. In 1879 they were fitted with galvanized iron pans and used for ornamental plantings. They have been moved from their original locations a number of times, most notably in 1936 and 1962.

Bernard Baruch Bench of Inspiration

This bench and plaque, at the northwest corner of the walk that encircles the Jackson statue in Lafayette Park, was dedicated to the memory of financier and politician Bernard Baruch in 1960 by the Boy Scouts of America. Baruch spent many days sitting in Lafayette Park and enjoying the site as an environment where he worked out many of his important plans.

Lodge

The first lodge for Lafayette Park was built in 1872 on the north side, combining restrooms, a tool shed, and a watchman's booth. Various changes were made in plumbing and other amenities until 1913 when Congress appropriated $3,500 for a replacement building. As contractors began construction on the same site, a flurry of neighborhood protests caused the secretary of war to suspend construction. On November 14, 1913, he published a notice for public hearing to be held in the offices of the assistant secretary of war on November 18, 1913. After the hearing the secretary of war decided that construction had to resume and on December 12, 1913, the contractor restarted work, finishing the structure on May 15, 1914. The structure is about 12′ high and, with the exception of trellises, appears much as it did upon completion. The structure contains a tool room, a room for the park watchman, and two restrooms (now closed).

Brigadier General Tadeusz Andrzei Bonawentura Kosciuszko Statue

Sculptor: Antoni Popiel

Dedication: May 11, 1910

Given to the American people by the Polish American Alliance and Polish American people. Cost not available. Accepted by a joint resolution of Congress on April 18, 1904. An act of Congress on February 25, 1910, appropriated $3,500 for the dedication of the statue.

Major General Frederick William Augustus Henry Ferdinand, Baron von Steuben Statue

Sculptor: Albert Jaegers

Dedication: December 7, 1910

Acts of Congress February 27, 1903, and June 25, 1910, appropriated $50,000 for the statue and pedestal, with $2,500 for the dedication.

General Jean Baptiste Donatien de Vimeure, Comte de Rochambeau Statue

Sculptor: M. Hamar, Paris

Dedication: May 24, 1902

Statue and pedestal at a cost of $22,500 authorized by acts of March 3, 1901 ($7,500), and February 14, 1902 ($15,000). Additional acts of March 21 and May 15, 1902, appropriated an additional $10,000 for the expenses of the French government and the Lafayette and Rochambeau families to attend the dedication.

Major General Marie Joseph Paul Yves Roch Gilbert du Motier, Marquis de Lafayette Statue

Sculptors: Alexandre Falquiere and Antonin Mercie

Architect: Paul Pujol

Dedication: Unveiled without ceremony April 5, 1891.

An act of Congress March 3, 1885, authorized the memorial and appropriated $50,000 for the statue.

Lafayette Square National Historic Site Plaque

Old Dominion Foundation Plaque

Commemorates the support of the Old Dominion Foundation in the restoration of Lafayette Park; 1979.

Lee House 1858 Marker

Commemorates the history of the Lee family of Virginia and their association with the White House.

Dedication: Society for the Lees of Virginia, 1981.

First Home of the Reserve Officers Association 1824–1938

Honors the Blair-Lee house as the first office of this organization.

BLANK PAGE

Dedication: Reserve Officers Association, May 1984.

Blair House Marker

Explanatory history of the Blair house. No date.

Blair House Marker

National Park Service, U.S. Department of Interior. No date.

Blair House Marker

Commemorates the residency of Francis Preston Blair, editor of the *Globe* newspaper during the Jackson administration.

Dedication: Sigma Delta Chi Professional Journalists Society, 1969.

Blair House Marker

A memorial in honor of Leslie Coffelt, the Secret Service agent killed November 1, 1950, in the assassination attempt on Harry S. Truman.

Dedication: President Truman, May 21, 1952.

Blair House Marker

Entrance Gardens

Dedication: Mr. and Mrs. Jack Carroll Massey, Nashville, Tennessee, 1988.

U.S. Treasury Building

Alexander Hamilton Statue

Sculptor: James E. Fraser
Architect: Henry Bacon
Dedication: 1923

Albert Gallatin Statue

Sculptor: James E. Fraser
Dedication: 1947

Proposed by the Democratic Party in 1926, funding and World War II delayed the placement of the statue until 1947.

Liberty Bell (Treasury)

This is a replica of the original bell, cast by Thomas Lester of Philadelphia in 1752. It is on the west side of the Treasury Building. The bell represents one of 54 cast in France and donated to the United States by the six companies representing the American copper industry as part of the Independence Savings Bond Drive, May 15 to July 4, 1950. The bells were given to each of the 54 states and territories by direction of Secretary of the Treasury John W. Snyder. The replica was cast at the foundry of the sons of Georges Paccard in Ancy-Le-Vieux, Haute Savoie, France, and dedicated on December 1, 1950. the bell is 45″ in height, 26″ wide and has a circumference of 12′. It weighs 2,000 pounds. The supports for the bells were donated by the American Bridge Company, a subsidiary of the United States Steel Corporation. The plaque was donated by Revere Copper and Brass, Inc. The base is of wood. Transportation for the bells was donated by the Ford Motor Company.

Webster-Ashburton Treaty Marker

Commemorates the treaty between the United States and Canada that was signed in the old State Department building on August 9, 1842, and that established the northeastern boundary between the two countries. Erected by the Kiwanis Club of Washington on April 30, 1929.

White House Grounds

Time Capsule

October 13, 1992

Commemorates the 200th anniversary of the laying of the White House cornerstone.

Jackson Milk Trough

Stone Carver: Robert Brown

Originally installed in an underground room under the north portico either in 1817, when the foundations were laid, or in 1829, when the portico was built. One of a pair of troughs that would have been used for cooling buckets of milk. The area under the north portico would have been close to the original kitchen. As of 1881 the cooling room was converted to a bathroom. After 1902 the space was used for coal storage. When a new kitchen and underground storage space were installed in 1935, this trough and another broken one were discovered. The trough was placed on the northeast edge of the south lawn in 1935. William Seale states that the trough was carved for President Andrew Jackson by Robert Brown, one of the original Edinburgh White House stone carvers, in 1834.

Old Executive Office Building

Cannon

Two 5″ brass trophy guns captured by the United States Navy on May 1, 1898, from the Spanish Arsenal at Cavete in the Philippine Islands following the defeat of the Spanish Naval Squadron in Manila Bay. Admiral Dewey had the guns sent to the National Museum (now the Smithsonian Institution), and they are now on loan from the Smithsonian's Division of Armed Forces History. The guns were cast in Seville, Spain in 1875, according to plaques attached to the tops of the gun barrels. From 1900 to 1943 there were 29 such pieces of ordnance from the Revolutionary, Mexican-American, and Spanish American wars on display around the Old Executive Office Building. These were later sent to various battlefields or scrapped during World War II.

Anchors

Anchors L1984.A and B are on loan to the Old Executive Office Building from the Department of the Navy, Navy Historical Center Washington Navy Yard, Washington, D.C. They are Badlt MFG type anchors 76″ high, 58″ wide, and 75″ across. Both are inscribed with "USN" and weigh 1,011 and 1,027 pounds respectively.

State, War, and Navy Building Markers (two

History of the building and a map. No date.
National Register of Historic Places plaque. 1972.

State, War, and Navy Building

History of the Spanish brass trophy guns. No date.

Old Executive Office Building Plaque

Building's history and its placement on the National Register of Historic Places in 1971.

President's Park South

First Division Monument — American Expeditonary Forces, World War I

Sculptor: Daniel Chester French
Designer: Cass Gilbert
Dedication: October 4, 1924

A public resolution of December 16, 1921 (H. J. Res. 81), authorized the placement of the memorial on public grounds without expense to the government. Sponsored by the Memorial Association of the First Division of the U.S. Army in the World War. The World War II extension on the west was designed by Cass Gilbert, Jr., in 1957 under authority of an act of Congress June 25, 1947 (61 Stat. 178). The Vietnam extension on the east was added by congressional act in 1977.

Sherman Monument

Sculptor: Carl Rohl-Smith with Sara Rohl-Smith, Lauritz Jensen, Sigvald Asbjornsen, Stephen Sinding, and Mrs. Theodore Alice Ruggles Kitson.
Dedication: October 15, 1903

Appropriation from Congress by an act of July 5, 1892, in the amount of $50,000 and by an act of March 2, 1895, for $30,000. The Army of the Tennessee contributed $11,000. Subfoundation, mosaic, granite curbing, and grounds improvement amounted to $40,055.05 as of 1952. Recent lighting, sidewalks, landscaping, curbing, and other work finished as of 1993 by the Pennsylvania Avenue Development Corporation. Carl Rohl-Smith died before the monument could be completed; it was finished under the supervision of his wife, Sara Rohl-Smith.

Butt-Millet Fountain

Sculptor: Daniel Chester French
Architect: Thomas Hastings
Dedication: None

Public resolution approved August 24, 1912, authorized placement on the grounds at no expense to the government. A memorial fountain established by friends in the memory of presidential military aide Archibald Butt and Fine Arts Commission member Francis Millet, who died aboard the *Titanic* in 1912.

Haupt Fountains

Sculptor: Gordon Newell/James Hunolt
Architect: Nathaniel Owings
Engineers: Palmer, Campbell and Reese
Contractors: Curtin and Johnson
Dedication: None

The 18′ square/1′ thick Minnesota Rainbow granite fountains weigh 55 tons apiece and were donated by Mrs. Enid Annenberg Haupt. Mrs. Lyndon Johnson made arrangements to install four fountains on the Ellipse to frame the view of the White House in water when seen from the Washington Monument. Through arrangements by Mrs. Albert D. Lasker, president of the Society for a More Beautiful Capital, two granite fountains were donated by Mrs. Haupt and placed on either side of 16th street on the south side of President's Park. The granite came from the Cold Springs Granite Company and was quarried in Morton, Minnesota. Wallace F. Whitney, vice president of Hydrel Corporation, supplied the fountain equipment. Hand-made brick pavers were supplied by Harry M. Atherton, Jr., of Macon, Inc. Nathaniel Owings, principal in the firm of Skidmore, Owings and Merrill and chairman of the President's Temporary Commission on Pennsylvania Avenue, offered to design the site for the fountains as a gift to the Ellipse project. The National Park Service supplied the electrical work. Cost, with donations, $135,653.20.

District Patentees Memorial
Sculptor: Carl Mose
Designer: Delos Smith
Dedication: April 25, 1936
Erected by the National Society of the Daughters of the American Colonists at a cost of $1,000. A marble cenotaph commemorating the original owners of the land who sold their holdings to the U.S. government in order to form the District of Columbia.

Boy Scout Memorial
Sculptor: Donald DeLue
Architect: William Henry Deacy
Dedication: November 7, 1964
Authorized by act of Congress, July 28, 1959 (PL 86-111). Originally scheduled for the Mall, the siting of this monument in President's Park caused controversy in the city of Washington.

Zero Milestone
Sculptor: Unknown
Architect: Horace Peaslee
Dedication: June 4, 1923
On June 28, 1919, the U.S. government permitted the National Highway Marking Association to place a plaster monument to commemorate the start of an automobile trip to San Francisco on July 7, 1919. Congress authorized a permanent marker at no expense to the United States on June 5, 1920. Under the auspices of the Lee Highway Association, the 4′ pink North Carolina granite monument was completed in January 1922 and dedicated in 1923.

Civil Engineering Marker (Zero Milestone)
Established by the American Society of Civil Engineers to commemorate the National System of Interstate and Defense Highways in 1974.

Second Division Monument / American Expeditionary Forces Memorial
Sculptor: James E. Fraser
Architect: John Russell Pope
Dedication: July 18, 1936
Sponsored by the Second Division Association at a cost of $60,000 and built under the authority of a 1931 joint resolution of Congress. Additions were made at later dates.

Bulfinch Gatehouses
Architect: Charles Bulfinch
Dedication: 1828
Originally built as gatehouses for the U.S. Capitol, the structures were moved to the corners of 15th and 17th Streets at Constitution Avenue in 1880 and substantially overhauled in 1939.

National Christmas Tree
Dedication: 1923
Lighting of the National Christmas Tree, a Washington tradition since 1923, began on the Ellipse. A dut tree was placed at various sites over the years, but the same site has been used since 1954. In 1973 a permanent tree was planted and was replaced in 1976. In 1978 a 30′ Colorado blue spruce was donated by Mr. and Mrs. William E. Meyers of York, Pennsylvania.

National Christmas Tree Plaque
A suggested inscription for the plaque as of August 6, 1974, read "A gift of the National Arborist Association 1973."

APPENDIX D: PRIMARY INTERPRETIVE THEMES FOR THE WHITE HOUSE AND PRESIDENT'S PARK

1. **The primary function of the White House is to be the home of the president and the president's family.**

Owned by the American people, this world-class museum, historic site, and public stage is, foremost, the home of the presidential family. Regarded and administered as a house and not a palace, the White House represents the American ideal of "family" and "home" — a home in which normal family events take place: weddings, births, deaths, and other family milestones.

The White House has been the residence of every American president except George Washington, who chose its location and supervised its construction. The privilege of occupying the mansion is granted by the American people, and the routine succession of its inhabitants is a reaffirmation of the ideals of American democracy.

As the home of presidents, the White House must serve the needs of the presidential family, just as any American home serves its occupants. It must offer these active families opportunities for privacy, protection, and recreation. This is increasingly difficult in this very public house. The White House is the only official residence of a head of state that is regularly open to the public free of charge. Additionally, the White House must serve the president as the location for official and ceremonial functions, many of which convey national and international significance. The nation's front yard is the president's back yard.

The struggle to maintain privacy in this "fishbowl" is intensified by the public's fascination with the private lives of presidential families, both past and present. The prospect of "looking through the keyholes" at life behind the public scene presents opportunities for glimpses of presidents and their families that reveal their personalities and characters. Personal family touches — pictures, pets, etc. — heighten the connections to an interested public. For the informed observer, evidence can be found throughout the mansion and grounds that provide windows into the lives of past presidents and the use of the White House over time.

2. **The White House is a symbol of the presidency, of a free democratic society, and through its continuity, of the stability of our nation.**

As the preeminent symbol of a stable democracy in an ever-changing world, the White House has come to represent democracy for all the world's citizens, and its occupants serve as the voice of democratic ideals. The continuity of this image is reinforced by, and in great part derived from, the peaceful transfer of power, from George Washington to the present.

As the embodiment of our nation's point of view, the White House is the world's focal point for people to express *their* views. The story of First Amendment expressions at the White House is a narrative of our nation's changing perspectives and the diversity of opinions held by its citizens. Here individuals learn that through the legal process of petitioning the government they have the power to make a difference. Many also learn that there are costs and rewards for taking an unpopular stand.

President's Park provides a critical role in the right of peaceful protest and petition before the White House. People feel safe and protected as they speak their views at this site. This right is carefully preserved, along with public access to the White House, and is symbolic of our commitment to democracy. Free public access to the White House has been a unique privilege since 1801, a privilege not accorded in other countries.

Although the White House and President's Park continue to evolve to meet the changing needs of the president, efforts are made to maintain the symbolic stability of the site by perpetuating its architectural and landscape integrity. This integrity provides ever-present evidence of the continuity of our ideals and the enduring opportunity for all people to reach out to their leaders.

3. President's Park, as a primary element of the federal city, serves as a stage for active participation in the democratic process, and is linked by Pennsylvania Avenue — America's main street — to the legislative and judicial processes on Capitol Hill.

The significance of the White House and President's Park can be more fully appreciated and understood when viewed in the context of its cultural landscape. Based firmly on 19th century landscape concepts, the physical relationships embodied in the design and layout of the District of Columbia illustrate the foundation of the American form of democracy — the divisions and connections of power between the three branches of government. The evolution of plans for the federal city, from its original design by Charles Pierre L'Enfant to its present configuration, represent the ongoing evolution of government and philosophically differing points of view regarding the separation of powers.

Throughout the development of the federal city the White House has remained a pivotal element of the L'Enfant plan. The open spaces of President's Park serve as the focal point of the hopes, moods, and concerns of the local community, the nation, and the international community. These spaces also serve as oases for local residents and visitors seeking quiet and recreation in an urban setting, perceptibly enhanced by its proximity to this greatest of American houses. Special events and First Amendment activities all take on a greater relevancy and sense of excitement in the shadow of the White House.

As the District of Columbia has grown around it, the continuity of the President's Park landscape, its relationship with the other federal government buildings, and its continued public access symbolize the stability of our government, the growth in prestige of the office of presidency, and the long heritage of all peoples of the country.

4. The White House is a mirror and magnifier of the nation's cultural, recreational, and topical history.

Throughout its history, the White House has reflected, enhanced, and influenced the nation's events and phenomena in a variety of subject areas.

The people of the world look to the White House for expressions of our collective American cultural identity. Presidents throughout the years have attempted to represent and showcase the many cultures that make up American society. This cultural diversity is represented in historical and present-day expressions of the arts, crafts, entertainment, and foods of the United States and the world.

As the premiere American family, the lifestyles of the presidential family exert a great influence on the trends of American culture. The foods, music and entertainment at White House dinners, both public and private, hold a great fascination for the public and are extensively reported in the news media. Fashions worn at the White House reveal the nation's social and economic climate and are widely imitated for popular use. Foods eaten or not eaten by the president can influence the tastes of people nationwide. Thomas Jefferson's White House macaroni dinners, Ronald Reagan's penchant for jelly beans, George Bush's dislike for broccoli — each has had its influence on the populace. The dining habits of the presidential family can confirm trends, such as the recent shift to healthier cuisines or the past elimination of alcoholic beverages. Equally, the recreational pursuits of the president confirm and set trends in American leisure activities.

Venerated as an icon of the American way of life, the White House has taken on a nearly sacred status in the American psyche. Events of great consequence — both sad and joyful — spontaneously draw large numbers of people to the White House to share in a collective experience.

5. The White House is the seat of the executive branch of government.

From its inception, the White House has been the primary office of the president, in addition to serving as his home and more recently as a museum. The power associated with the White House emanates from this function as the Executive Office of the President. This is the place where people come in direct contact with their highest elected representative. This is the platform from which the president communicates with the world, using the powerful symbolism of the White House to achieve desired behavior and actions. Simply hearing the words "Oval Office" conjures up all the authority and power of the presidency.

The evolution of location and size of the president's office and executive support staff tells the story of the growth in the power of both the United States and its chief executive. Significant in this story is the development of the West Wing and the Oval Office. Also figuring prominently are the immediately adjacent Old Executive Office Building and the Treasury Building, as well as their predecessors, the original State, Treasury, War, and Navy buildings. Together these buildings concentrated and defined the power of the president. Today, proximity to the White House is perceived as an expression of executive authority.

Within the White House complex many different government agencies and public institutions must co-exist to serve the president and the public, while preserving the integrity of the White House. Most visible among these is the role played by the news organizations in keeping the connections open between the public and the president.

The White House roles as office and home are most clearly integrated during the many official functions held on the site. Receiving and entertaining guests at the White House serves as one of the president's most powerful tools in communicating with the world.

In addition to serving as the office of the president, the White House serves as the office of the first lady. The development of this function, from a primarily social function to one of administrative importance, chronicles the growth in the public influence of the first lady.

6. Many people from different backgrounds and cultures have been essential in the growth and operation of the White House as the home and office of the president.

The story of the White House and President's Park cannot be told without accounting for the many people behind the scenes that have made it all possible. Frequently, the impacts and contributions of these people have been little understood by the American public.

Few people realize that the original laborers and stonecutters constructing the White House were African-American slaves hired from their masters. Many other cultures were represented at the construction site; most of the crews were comprised of emigrant skilled workers and indentured laborers. As an example of this cultural diversity, the planner of the federal city was French, the designer of the President's House was Irish, and the stonemasons were Scottish.

From cooks to plumbers to U.S. Secret Service agents, a look behind the scenes at today's White House illustrates the diversity of people and professions who come together to make the site work. Permanent residence staff that continue from one administration to the next work closely with special assistants who serve a particular president. Business as usual at the White House may have its routine, but it is never ordinary, for there is a mystique and a special pride to working at the White House. That pride is evident whenever a member of the staff describes the manner in which they serve the president.

7. The White House is an example of the continuum of history — through its stories as well as its artifacts.

The White House is an extraordinary living museum whose collections of rare and fine art, furnishings, and objects, many of which are associated with presidents and their families, make it possible for people to come into direct physical and emotional contact with our nation's history.

The White House has served as a showcase for the best of America, beginning with an exhibition by Thomas Jefferson of objects collected on the Lewis and Clark expedition. Today the White House contains one of the best decorative and fine arts collections in the United States. The careful observer can detect the changes in values and attitudes of different presidential families through the changes in the use of artifacts and decorations.

But what makes the White House truly extraordinary is that it is the only museum in the world in which history is made daily. It is this aspect that makes a visit to the state rooms so exceptional; the rooms in which visitors stand during morning tours are the same rooms where history-making events may take place later in the day.

Echoes of the personalities that shaped our history — their aspirations and political beliefs — and the events that took place here can still be found throughout the White House. John Adams's prayer carved on the mantel of the State Dining Room is an obvious example. Many older visitors to the Diplomatic Reception Room can still hear Franklin D. Roosevelt addressing the nation during his fireside chats. The magic of rolling Easter Eggs on the White House lawn is probably much the same today as it was for the first egg rollers in 1879.

If the White House is a capsulized version of American history, then the stories of the men and women who have produced this institution are the stories of America itself. Many were powerful and well-known. Others have labored in obscurity, performing essential tasks. Through the discovery of their stories and the legacy of their material culture, we discover ourselves.

8. The stability of the design and architecture of the White House and President's Park is a product of continuing adaptation to changing needs and technology.

Originally a product of 18th century design, the White House and President's Park exhibit over two centuries of borrowed traditions and American ideals. Employing European models, the original planners and designers — George Washington, Pierre Charles L'Enfant, and James Hoban — created a distinctly American mansion that reflected the mentality of its builders, as well as that of the nation at that time. The resulting building is still thought to be one of the finest examples of American architecture and craftsmanship.

Even though the house and grounds were designed to serve all foreseeable needs of the presidency, it was not long before modifications were introduced to address the needs and attitudes of its changing occupants. These are dramatically illustrated by the work of Thomas Jefferson, whose building additions and landscape alterations created a more functional and "republican" estate. Over time, greenhouses have been built and removed, wings have been added and modified, gardens and recreation spaces have evolved according to the vision of the presidential family. Presidents continue to affect the landscape of the White House grounds through the planting of ceremonial trees. Many technological improvements have been added. Each change has built upon the legacy of the past and has helped ensure a livable, workable complex capable of meeting the needs of the president and the agencies that serve and protect him. Most of the modern changes to the White House complex have occurred in the wings and basements and are not readily visible to the public.

The White House has reflected the personality of each presidential family, mirroring their style of public and private life, as well as their political sensibilities. Yet through all this the White House has remained remarkably stable in appearance. Great care has been taken to maintain its historic image, each president respecting the historical associations of the mansion. As a result, the White House has retained its traditional appearance, much of its furnishings and decor, and even many of the memorabilia of its occupants. A stable White House is a symbol for a stable nation. This symbolism is, perhaps, no better illustrated than President Monroe's decision to rebuild the mansion in nearly its exact form after its burning in 1814.

The landscape of President's Park has undergone substantive modifications, yet it too has remained virtually the same since the late 19th century. The other two major buildings of President's Park, the Treasury and Old Executive Office Buildings, illustrate the changing fashion of American architecture and the growing power of the U.S. government. Many of the changes in the park landscape reflect the evolution of public use and conceptions of open spaces, and the perspectives of the American people. Memorials throughout President's Park evidence the nature of U.S. heroes. Lawns that once supported Union troops are now the scene for impromptu ball games. These same spaces must also serve as stages for presidential ceremonies, First Amendment demonstration areas, and special event sites.

Stability through flexibility is the keynote of President's Park and the White House.

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9. **The responses of presidents and first ladies to the challenges of the presidency provide important lessons in their varying capabilities to handle difficulties.**

Almost immediately upon occupying the White House, presidents and first ladies often are viewed as heroes of the American culture. The so-called "honeymoon period" at the outset of each new administration is evidence of America's willingness to see a president succeed. Yet, only with a historical perspective can an administration be judged as successful or a president's career as exceptional.

Presidents and first ladies come from all walks of life. Some were perceived as great leaders, both political and inspirational, long before ascending to the presidency. Others were virtual unknowns who achieved greatness through their deeds while occupying the White House. Some failed to live up to the public's expectations at that time, only to have history appraise their administrations as distinguished.

The political climate and exigencies of the period can significantly influence the character of the presidency and the perceived greatness of a president. Would Abraham Lincoln be exalted among American presidents if there had been no Civil War to challenge him to monumental deeds? Would Lyndon Johnson's Great Society program have placed him on the same level if there had not been the ordeal of the Vietnam War?

First ladies, too, have frequently risen from positions of unsung supporters of their husbands to positions of national influence. The importance of the role of first lady and her ability to make a significant national impact has grown slowly, with the reluctant acceptance by the American people of women in public life. How many potentially great first ladies had to suppress their aspirations or remain hidden behind their husbands? Equally, how many potentially great presidents were never given the opportunity because they were people of color or other minorities?

The perception of greatness is a fluid balance between the realities of the daily challenges demanded by the job and the illusions generated by the aura of the presidency. This perception is enhanced not only by the deeds of these famous men and women, but by the very symbolism of the White House itself. Presidents and first ladies have clearly used this symbology to further their personal and public aspirations, all the while hoping to leave a permanent legacy for the American culture.

APPENDIX E: CONSTRUCTION TECHNIQUES, PHASING, AND COST ESTIMATES

Construction Techniques

A number of factors were considered in determining the type of construction techniques that would be the most appropriate for proposed underground facilities within President's Park. The primary consideration is to minimize impacts to adjacent structures, specifically historic buildings and the cultural/natural resources of the site. Quantitative factors like the depth of the excavations, utility size and locations, disruption to local traffic, size of the proposed corridors, geotechnical data, and construction cost were also considered.

Selected Construction Techniques

Most of the considered techniques fall into two general categories: cut-and-cover or tunneled (the cost table for each alternative identifies the construction technique for each belowground facility). Cut-and-cover is the simplest and most cost-effective method. It is used for relatively shallow excavations that usually do not exceed a depth of 35′ to 40′. Excavation is an open trench where the sides are either sloped back or supported by sheetpile walls and soldier piles in confined areas. This construction technique would include the White House visitor center, the Ellipse parking structure, the northside parking structure, and portions of pedestrian corridors.

Mined tunnels are constructed with no disruption to the surface except at periodic locations referred to as "mucking shafts" or "jacking pits," which are used for the removal debris or the delivery of construction materials. A temporary lining is erected as the face of the tunnel is advanced. The most common method is referred to as "jacked pipe tunnel." This technique lessens the potential for settlement to structures and surface improvements, and it is recommended in areas where pedestrian/service corridors cross below streets with major utilities or pass below structures or monuments.

Other Construction Considerations

A number of other factors in addition to the selected construction techniques need to be considered as part of the total construction process. These factors may affect the site or adjacent sites, depending on the type and size of the proposed construction project and generally include the following:

- a staging and mobilization area for the contractor's office trailer, employee parking, stockpiling of soils and materials, equipment and tool storage
- designated construction access for truck routes, detour routes, and traffic control for local commuters and pedestrians — To reduce impacts, the possibility of construction during non-peak or evening hours would be explored.
- noise control
- infrastructure issues of relocating utilities, disposing of excavated materials, and stockpiling of usable materials; dewatering of the excavations and disposing of the potentially polluted water
- safety and security during construction.
- visual shielding of construction projects by fencing materials appropriate to the setting

Phasing for the Proposed Plan

Phasing for the proposed plan is based in general on the desired futures that were developed for the White House and President's Park. Its purpose is to recommend a logical construction sequence and phasing of activities that would be compatible with the long-range vision for the White House and President's Park. The actions are grouped in four five-year phases; phasing for the alternatives would follow a similar sequence. Specific actions could be moved to another phase at a later date to take advantage of funding or scheduling opportunities.

Phase 1

Construct the parking garage and storage area beneath Pennsylvania Avenue; construct the first phase of the West Executive Avenue facility; construct the pedestrian corridor from the garage to the West Executive Avenue complex.

Construct the pedestrian/service corridor from the storage area at the east end of the northside garage to the Executive Residence.

Construct the pedestrian/vehicular corridors between the New Executive Office Building and the northside parking garage.

Lease 850 staff parking spaces on an interim basis.

Develop and landscape the informal gardens and walkways on the Ellipse.

Repave the Ellipse drive and doglegs with special pedestrian paving materials.

Construct the special events plaza at the northeast corner of the Ellipse.

Lease an interim satellite maintenance facility for President's Park.

Undertake E Street improvements (landscaped island, separate White House restricted access lane).

Phase 2

Remodel and expand the White House visitor center in the Commerce Building.

Construct the belowground pedestrian corridor from the visitor center to Lily Triangle and the on-grade vestibule.

Develop and landscape Lily Triangle.

Construct the entryway at E Street and 15th Street.

Remodel the NPS grounds maintenance building on the south grounds of the White House.

Phase 3

Complete the belowground complex at West Executive Ave, including (1) the news media facility, (2) meeting space, (3) the east-west pedestrian/service corridor from the Old Executive Office Building to Treasury, and (4) indoor recreation space for the first family.

Complete utilities.

Phase 4

Complete the development of West Executive Avenue with special paving material and landscaping

Construct the Ellipse parking garage.

Construct the entryways along Constitution at 15th and 17th Streets and at 17th and E Street.

Complete the sidewalk paving along 17th Street from State Place to E Street.

Complete the sidewalk paving along Constitution Avenue from 15th to 17th Streets.

Complete all remaining special pedestrian paving along East Executive Avenue, Hamilton and State Places, South Executive Avenue.

Cost Estimates

The cost estimates are for capital or development costs only, and they do not include annual operating, staffing, and maintenance costs. They are based on generalized unit construction costs and do not reflect all cost variations as a result of site-specific conditions (such as soil and groundwater considerations). The estimates are primarily useful for comparing the alternatives. More precise costs would be developed during subsequent design phases once a proposed plan has been approved. The estimates do not include costs for relocating or upgrading utilities; these costs would be estimated during design phases.

TABLE E-1: ESTIMATED CAPITAL COSTS — PROPOSED PLAN
FY 1998 Costs

ACTION / FACILITY	BELOWGROUND CONSTRUCTION METHOD	GROSS CONSTRUCTION COST	ADVANCE AND PROJECT PLANNING COST	TOTAL COST
■ **COMPREHENSIVE DESIGN** Install eight pedestrian entryways		5,286,000	448,000	5,734,000
Conduct site work: • Replace existing pavement, structures, trees, sidewalks, gates, footings, and curbs • Install new landscaping — topsoil, plant materials, planters, flower beds, sprinkler systems • Provide new signs and displays, benches, street furniture, drinking fountains, street lighting • Bring in fill to improve drainage		53,074,000	4,498,000	57,572,000
■ **HOME AND OFFICE OF THE PRESIDENT** **Executive Residence** ***First family indoor recreation space:*** Construct new belowground facilities north of White House (3,000 sq ft; if existing space could be used, the cost would be less)	cut/cover or tunnel	2,124,000	180,000	2,304,000
Onsite storage: • General storage for frequently used items — Construct as part of northside facility (10,000 sq ft, 80′ × 120′)	cut/cover	4,720,000	400,000	5,120,000
• Fine and decorative arts — Remodel existing space within Executive Residence or immediately adjacent (2,000 sq ft)		1,770,000	150,000	1,920,000
Executive Office Support Functions ***Parking facilities for motorcades, diplomatic and business visitors, and staff:*** • Northside — Construct two belowground levels Level 1 100 vehicles Level 2 190 vehicles 290 vehicles	cut/cover	20,053,000	1,699,000	21,752,000
• Ellipse parking garage — Construct two belowground levels Level 1 350 vehicles Level 2 500 vehicles 850 vehicles	cut/cover	58,776,000	4,981,000	63,757,000
Belowground pedestrian/vehicle service corridors: • NEOB to northside garage — pedestrians/vehicles (310′, 15′ high × 40′ wide, two 11′ vehicle lanes, two 6′ moving walkways, 6′ utility corridor)	tunnel under townhouses; cut/cover on Jackson Pl.	8,852,000	750,000	9,602,000
• Northside garage to West Executive Ave. facility — pedestrians (240′ corridor, with moving walkways, 15′ high × 20′ wide)	cut/cover	3,427,000	290,000	3,717,000
• Northside storage facility to White House — pedestrians/electric vehicles (220′ moving walkway, plus separate vehicle lane, 15′ high × 30′ wide)	tunnel	4,712,000	399,000	5,111,000
• Ellipse garage to northeast Ellipse (500′ corridor, 16′ high × 20′ wide)	tunnel	7,139,000	605,000	7,744,000
• Ellipse garage to northwest Ellipse (470′ corridor 16′ high × 20′ wide)	tunnel	6,711,000	569,000	7,280,000

NOTE: Parking would be provided for employees who must respond within a certain amount of time. For other employees, there would be no costs to the government for leasing parking on an interim basis pending the completion of the Ellipse parking facility; in accordance with federal policy, these costs would be paid by individual employees.

ACTION / FACILITY	BELOWGROUND CONSTRUCTION METHOD	GROSS CONSTRUCTION COST	ADVANCE AND PROJECT PLANNING COST	TOTAL COST
• OEOB to Treasury — pedestrians (1,000′, 15′ high × 40′ wide)	cut/cover; tunnel under north portico	28,556,000	2,420,000	30,976,000
Meeting/conference space: Construct West Executive Ave. belowground meeting facility:				
• Lobby for guests, elevator, small bathroom, drivers' lounge with bathroom (1,000 sq ft; 20′ × 50′)	cut/cover	620,000	52,000	672,000
• Conference rooms — four to five, avg. size 40 people (2,500 sq ft); restrooms (2,000 sq ft); common space with elevators (1,500 sq ft)	cut/cover	5,310,000	450,000	5,760,000
News media facilities:				
• Construct new space belowground (presidential briefing room, press offices, work areas, lobby, reception, storage, lounge, restrooms, interview rooms, elevator/stairs, electrical/mechanical room, 9,700 sq ft; 108′ × 90′)	cut/cover	6,066,000	514,000	6,580,000
• Upgrade media facilities on upper level of west colonnade (lobby, offices, work spaces; 1,200 sq ft)		566,000	48,000	614,000
■ VISITOR USE AND SERVICES				
Visitor Center and Museum				
Commerce Building: Remodel and expand existing visitor center (60,000 sq ft total):				
• Remodel Baldrige Hall for arrival and welcoming (13,000 sq ft)		4,218,000	358,000	4,576,000
• Complete retrofit of lower levels for museum, sales, educational rooms, labs and storage, restrooms (26,000 sq ft)	cut/cover, tunnel	18,762,000	1,590,000	20,352,000
• New construction on lower levels for theaters, circulation and electrical/mechanical (21,000 sq ft)	cut/cover, tunnel	17,346,000	1,470,000	18,816,000
White House Tour Facilities				
White House access: Construct underground pedestrian corridor from visitor center to Lily Triangle vestibule (500′ pedestrian corridor, with moving walkways; 15′ high × 30′ wide)	cut/cover, tunnel under streets	10,708,000	908,000	11,616,000
Lily Triangle vestibule: Construct ongrade vestibule (escalator, elevator, and stairs to ground level; 800 sq ft; 28′ × 28′)		1,440,000	122,000	1,562,000
■ TRANSPORTATION				
E Street: Maintain two eastbound traffic lanes, plus an access lane for official White House traffic, provide landscape island between general traffic lanes and restricted access lane		4,824,000	409,000	5,233,000
■ SITE MANAGEMENT AND OPERATIONS				
Maintenance facility: Develop a facility as part of the Ellipse parking facility (4,000 sq ft.)	cut/cover	1,180,000	100,000	1,280,000
Total		276,240,000	23,410,000	299,850,000

TABLE E-2: ESTIMATED CAPITAL COSTS — ALTERNATIVE 1

ACTION / FACILITY	BELOWGROUND CONSTRUCTION METHOD	GROSS CONSTRUCTION COST	ADVANCE AND PROJECT PLANNING COST	TOTAL COST
▪ **COMPREHENSIVE DESIGN** Install eight pedestrian entryways (same as proposed plan)		5,286,000	448,000	5,734,000
Conduct site work (same as proposed plan)		53,074,000	4,498,000	57,572,000
▪ **HOME AND OFFICE OF THE PRESIDENT** **Executive Residence** ***First family indoor recreation space.*** Construct new belowground facilities as part of West Executive Ave. complex (3,000 sq ft)	cut/cover	2,124,000	180,000	2,304,000
Onsite storage: • General storage for frequently used items — Construct as part of West Executive Ave. belowgrade facilities (10,000 sq ft)	cut/cover	4,720,000	400,000	5,120,000
• Fine and decorative arts — Remodel existing space within Executive Residence or immediately adjacent (2,000 sq ft, same as proposed plan)		1,770,000	150,000	1,920,000
Executive Office Support Functions ***Parking facilities for motorcades, diplomatic and business visitors, and staff:*** • Northside — Construct two belowground levels, 290 vehicles (same as proposed plan)	cut/cover	20,053,000	1,699,000	21,752,000
• Eastside — Construct two belowground levels: Level 1 90 vehicles Level 2 80 vehicles 170 vehicles	cut/cover	11,755,000	996,000	12,751,000
• Ellipse — Construct two belowground levels (same as the proposed plan) Level 1 350 vehicles Level 2 500 vehicles 850 vehicles	cut/cover	58,776,000	4,981,000	63,757,000
Delivery facility: Construct facility as part of east parking facility — loading docks for minimum of three trucks	cut/cover	873,000	74,000	947,000
Belowground pedestrian/vehicle corridors: • NEOB to northside parking garage — pedestrians/vehicles (same as proposed plan)	tunnel under townhouses; cut/cover on Jackson Pl.	8,852,000	750,000	9,602,000
• Northside garage to West Executive Ave. facility — pedestrians (same as proposed plan)	cut/cover	3,427,000	290,000	3,717,000
• OEOB to Treasury — pedestrians (same as proposed plan)	cut/cover, tunnel under north portico	28,556,000	2,420,000	30,976,000
• East parking facility to Treasury Building — moving walkway and separate lane for electric service vehicles (320′ corridor, 15′ high × 30′ wide)	cut/cover	6,853,000	581,000	7,434,000
• Ellipse garage to visitor center (200′ corridor, 16′ high × 20′ wide)	cut/cover; tunnel under E St.	2,856,000	242,000	3,098,000
• Ellipse garage to northwest Ellipse (same as proposed plan)	cut/cover	6,711,000	569,000	7,280,000

NOTE: Parking would be provided for employees who must respond within a certain amount of time. For other employees, there would be no costs to the government for leasing parking on an interim basis pending the completion of the Ellipse parking facility; in accordance with federal policy, these costs would be paid by individual employees.

ACTION / FACILITY	BELOWGROUND CONSTRUCTION METHOD	GROSS CONSTRUCTION COST	ADVANCE AND PROJECT PLANNING COST	TOTAL COST
Meeting/conference space: Construct new facilities below West Executive Ave. • Lobby — 1,000 sq ft (same as proposed plan)	cut/cover	620,000	52,000	672,000
• Conference rooms — 6,000 sq ft (same as proposed plan)	cut/cover	5,310,000	450,000	5,760,000
News media facilities: Replace uses on the upper/lower levels of the west colonnade: • Construct new presidential briefing room, press offices, work space, storage, vending room and restrooms (2,400 sq ft)		1,501,000	127,000	1,628,000
• Add new space for lobby, larger briefing room, additional storage, offices and work spaces, interview rooms, lounge, and elevators/stairs (8,500 sq ft; 10,900 sq ft total)		5,316,000	450,000	5,766,000
■ **VISITOR USE AND SERVICES** **Visitor Center and Museum** ***Northeast Ellipse:*** Construct visitor center and museum on two levels belowground — arrival/welcoming, theaters, museum, sales, offices, educational rooms/labs, restrooms, circulation and electrical/mechanical (33,000 sq ft/level; 66,000 sq ft total; 180′ × 185′ footprint)	cut/cover	66,198,000	5,610,000	71,808,000
White House Tour Facilities ***White House access:*** Construct a belowground pedestrian corridor from the visitor center to White House visitor entrance building — moving walkways, separate walking lane, and parallel emergency exiting corridor (700′ corridor, 15′ high × 30′ wide)	cut/cover	14,992,000	1,271,000	16,263,000
White House visitor entrance building: Remodel to accommodate escalator, elevator, and stairs from the belowground pedestrian corridor		1,440,000	122,000	1,562,000
■ **TRANSPORTATION** ***E Street:*** Convert to four general traffic lanes, two lanes each direction; no separate access lane for official White House traffic; no cost included for right-of-way acquisition.		4,012,000	340,000	4,352,000
E Street pedestrian underpass: 120′ corridor, 10′ high × 20′ wide	tunnel	1,713,000	146,000	1,859,000
■ **SITE MANAGEMENT AND OPERATIONS** ***Maintenance facility:*** Develop a facility as part of the Ellipse parking facility (4,000 sq ft; same as proposed plan)	cut/cover	1,180,000	100,000	1,280,000
Total		**317,968,000**	**26,946,000**	**344,914,000**

TABLE E-3: ESTIMATED CAPITAL COSTS — ALTERNATIVE 2

ACTION / FACILITY	BELOWGROUND CONSTRUCTION METHOD	GROSS CONSTRUCTION COST	ADVANCE AND PROJECT PLANNING COST	TOTAL COST
■ **COMPREHENSIVE DESIGN** Install eight pedestrian entryways (same as proposed plan)		5,286,000	448,000	5,734,000
Conduct site work (more extensive than under proposed plan)		64,650,000	5,478,000	70,128,000
■ **HOME AND OFFICE OF THE PRESIDENT** **Executive Residence** ***First family indoor recreation space:*** Same as the proposed plan	cut/cover or tunnel	2,124,000	180,000	2,304,000
Onsite storage: • General storage for frequently used items — Construct as part of West Executive Ave. belowgrade facilities (10,000 sq ft)	cut/cover	4,720,000	400,000	5,120,000
• Fine and decorative arts — Remodel existing space within Executive Residence or immediately adjacent (2,000 sq ft; same as proposed plan)		1,770,000	150,000	1,920,000
Executive Office Support Functions ***Parking for motorcades, diplomatic and business visitors, and staff:*** • Westside parking garage — two levels belowground south of OEOB Level 1: 155 vehicles Level 2: 135 vehicles 290 vehicles	cut/cover	20,053,000	1,699,000	21,752,000
Delivery facility: Provide minimum of three loading docks as part of westside parking facility	cut/cover	873,000	74,000	947,000
Belowground pedestrian/vehicle service corridors: • OEOB to Treasury (same as proposed plan)	cut/cover; tunnel under north portico	28,556,000	2,420,000	30,976,000
• Westside parking facility to West Wing (100′, with moving walkways; 15′ high × 30′ wide)	cut/cover	2,142,000	182,000	2,324,000
Meeting/conference space: Construct as part of West Executive Ave. belowground complex: • Lobby — 1,000 sq ft (same as proposed plan)	cut/cover	620,000	52,000	672,000
• Conference rooms — 6,000 sq ft (same as proposed plan)	cut/cover	5,310,000	450,000	5,760,000
News media facilities: — Select one of the following options: • Upgrade existing upper/lower levels of west colonnade (2,400 sq ft total)		1,133,000	97,000	1,230,000
or • Upgrade upper level of west colonnade (1,200 sq ft) and construct new belowground space under West Wing Drive (9,700 sq ft; 10,900 sq ft total)	cut/cover	6,623,000	562,000	7,185,000

NOTE: Parking would be provided for employees who must respond within a certain amount of time. For other employees, there would be no costs to the government for leasing 850 parking spaces; in accordance with federal policy, these costs would be paid by individual employees. If a federal structure was built, employees would be charged a monthly rate for leased parking, as determined by the General Services Administration.

ACTION / FACILITY	BELOWGROUND CONSTRUCTION METHOD	GROSS CONSTRUCTION COST	ADVANCE AND PROJECT PLANNING COST	TOTAL COST
■ VISITOR USE AND SERVICES **Visitor Center and Museum** ***Southwest of Treasury Building:*** Construct a new one-level, belowground facility — arrival/ welcoming, museum, sales, theaters, offices, educational rooms/labs, restrooms, circulation and electrical/mechanical (40,000 sq ft total); visitor access directly into White House visitor entrance building	cut/cover	37,760,000	3,200,000	40,960,000
White House Tour Facilities ***White House visitor entrance building:*** Remodel to accommodate escalator, elevator, and stairs directly from the visitor center		864,000	73,000	937,000
■ TRANSPORTATION ***E Street:*** Tunnel as a four-lane roadway; entrance portals midblock between 14th and 15th Streets on S. Pennsylvania Ave. and between 17th and 18th Streets on E Street; no cost included for right-of-way acquisition.	cut/cover	89,296,000	7,568,000	96,864,000
■ SITE MANAGEMENT AND OPERATIONS ***Satellite maintenance facility:*** Develop a facility at the Commerce Building		1,180,000	100,000	1,280,000
Total (with upgraded news media facilities in the west colonnade)		**266,337,000**	**22,571,000**	**288,908,000**
Total (with upgraded and newly constructed news media facilities)		**271,827,000**	**23,036,000**	**294,863,000**
Potential Additional Cost: Construct an 850-space offsite parking garage for White House staff		10,523,000	892,000	11,415,000

TABLE E-4: ESTIMATED CAPITAL COSTS — ALTERNATIVE 3

ACTION / FACILITY	BELOWGROUND CONSTRUCTION METHOD	GROSS CONSTRUCTION COST	ADVANCE AND PROJECT PLANNING COST	TOTAL COST
■ **COMPREHENSIVE DESIGN** Install eight pedestrian entryways		5,286,000	448,000	5,734,000
Conduct site work (more extensive than under proposed plan)		60,689,000	5,143,000	65,832,000
■ **HOME AND OFFICE OF THE PRESIDENT** **Executive Residence** ***First family indoor recreation space:*** Remodel upper, lower levels of west colonnade (2,400 sq ft)		1,699,000	144,000	1,843,000
Onsite storage: • General storage for frequently used items — Construct as part of OTS parking facilities (8,000 sq ft) plus under West Executive Ave. (2,000 sq ft)	cut/cover	4,720,000	400,000	5,120,000
• Fine and decorative arts — Remodel existing space within Executive Residence or immediately adjacent (2,000 sq ft; same as proposed plan)		1,770,000	150,000	1,920,000
Executive Office Support Services ***Parking facility for motorcades, diplomatic and business visitors, and staff:*** • North side — Construct two belowground levels Level 1: 100 vehicles Level 2: 190 vehicles 290 vehicles	cut/cover	20,053,000	1,699,000	21,752,000
Additional senior staff parking options: • Expand northside facility or OTS parking garage (two levels belowground) — same cost Level 1: 100 vehicles Level 2: 100 vehicles 200 vehicles	cut/cover	13,829,000	1,173,000	15,002,000
Delivery facility: Use existing docks at OTS parking facility (no additional cost)		0	0	0
Belowground pedestrian/service corridors: • Option: OTS garage to northside garage — pedestrians/vehicles (310′, 15′ high × 40′ wide)	tunnel	8,852,000	751,000	9,603,000
or • Option: OTS garage to OEOB — moving walkway with a separate lane for electric vehicle access (150′, 15′ × 30′ wide)	tunnel	3,213,000	273,000	3,486,000
• Northside facility to West Executive Ave. — pedestrians (220′ corridor, with moving walkways; 15′ high × 20′ wide)	tunnel	3,427,000	290,000	3,717,000
• OEOB to Treasury Building (same as proposed plan)	cut/cover; tunnel under north portico	28,556,000	2,420,000	30,976,000
Meeting/conference facility: Construct new belowground meeting facilities in north courtyard of OEOB: • Lobby (1,000 sq ft; same as proposed plan)	cut/cover	620,000	52,000	672,000
• Conference rooms (6,000 sq ft; same area as proposed plan)	cut/cover	5,310,000	450,000	5,760,000

NOTE: Parking would be provided for employees who must respond within a certain amount of time. For other employees, there would be no costs to the government for leasing 650 parking spaces; in accordance with federal policy, these costs would be paid by individual employees. If a federal structure was built, employees would be charged a monthly rate for leased parking, as determined by the General Services Administration.

ACTION / FACILITY	BELOWGROUND CONSTRUCTION METHOD	GROSS CONSTRUCTION COST	ADVANCE AND PROJECT PLANNING COST	TOTAL COST
News media facilities: Construct new facilities in north courtyard of OEOB				
• Presidential briefing room, press offices, work space, storage, vending, and restrooms (2,400 sq ft)	**cut/cover**	1,501,000	127,000	1,628,000
• Lobby, larger briefing room, additional storage, offices and work spaces, interview rooms lounge, and elevators/stairs (8,500 sq ft; 10,900 sq ft total)	**cut/cover**	5,316,000	450,000	5,766,000
■ **VISITOR USE AND SERVICES** **Visitor Center and Museum** ***Commerce Building:*** Remodel and expand existing visitor center (60,000 sq ft total) — same as proposed plan:				
• Remodel Baldrige Hall for arrival and welcoming (13,000 sq ft)		4,218,000	358,000	4,576,000
• Complete retrofit of lower levels for museum, sales, educational rooms, labs and storage, restrooms (26,000 sq ft)	**cut/cover, tunnel**	18,762,000	1,590,000	20,352,000
• New construction on lower levels for theaters, circulation, and electrical/mechanical (21,000 sq ft)	**cut/cover**	17,346,000	1,470,000	18,816,000
White House Tour Facilities ***White House access:*** Select one of following options:				
• Pedestrian corridor from visitor center to White House entrance building — moving walkways, separate walking lane, and parallel emergency exiting corridor (700′ corridor, 15′ high × 30′ wide)	**cut/cover, tunnel under streets and Sherman Park**	14,992,000	1,270,000	16,262,000
or				
• Pedestrian underpass at 15th St. with visitors walking on the surface to the entrance building	**tunnel**	1,180,000	100,000	1,280,000
White House visitor entrance building: Remodel to accommodate escalator, elevator, and stairs directly from the visitor center (only needed if there is a corridor directly to the visitor entrance building; remodeling same as alternative 1)		1,440,000	122,000	1,562,000
■ **SITE MANAGEMENT AND OPERATIONS** ***Satellite maintenance facility:*** Develop a facility, potentially at the Commerce Building (4,000 sq ft.)		1,180,000	100,000	1,280,000
Total (with White House tour access directly into the visitor entrance building and expansion of northside garage)		**219,566,000**	**18,607,000**	**238,173,000**
Total (with a 15th St. underpass and visitors walking to the entrance building and expansion of OTS garage)		**198,675,000**	**16,837,000**	**215,512,000**
Potential Additional Cost: Construct a 650-space offsite parking garage for White House staff		8,048,000	682,000	8,730,000

APPENDIX F: DETERMINATION OF SITE USE CAPACITY

Site use capacity (or carrying capacity) is the type and level of visitor use a resource can sustain without the long-term preservation of resources or the quality of the user's experience being compromised. The goal is to safeguard the quality of park resources and the quality of visitor experiences, a relationship that is inextricably interrelated.

The concept of capacity, as it relates to visitor use of the White House and other parks, is not so much to identify the numbers of users, but to determine how desired resource and social conditions can be achieved. A site use capacity analysis may or may not specify visitor numbers. If the appropriate resource and social conditions can be measured and maintained, counting visitors is of secondary importance.

Other factors besides use levels affect how resources are protected and the desired visitor experience achieved. These factors include time, money, and design and program changes. For example, the numbers of people visiting the White House can remain the same, but the density can be reduced by extending tour hours. Also, the number and scale of special events held on the Ellipse without creating unacceptable turf conditions is a relationship between the amount of time the site can rest between events and the amount of money spent to mitigate adverse effects. In the case of design and programmatic changes, a well-designed visitor center may alleviate the need to see certain objects in the White House. The exact opposite may occur, when, for example, additional information may cause visitors to seek certain features on the tour, resulting in slower movement and additional crowding.

Resource and experience conditions must be carefully analyzed to determine the site's use capacity and to ensure continued resource protection and quality visitor experiences.

How Is It Done?

The first step in determining capacity is the development of management objectives that specify resource and social conditions. These objectives have already been agreed upon as the desired futures for the White House and President's Park. The next step is to translate these futures into measurable indicators of success.

Next, existing conditions (e.g., types of use, site factors, amount of use) and the impacts associated with these conditions must be analyzed. This component implies an evaluative process where value judgments are made about the appropriateness of various management actions or types of use in context with the acceptability of various impacts.

The management actions needed to achieve desired conditions must be identified, while eliminating actions that are not acceptable. This process requires a continual program of monitoring conditions and evaluating operational effectiveness.

What Remains to Be Done?

Some of the basic steps necessary to define the site's use capacity have been completed. Important resources, use patterns, and visitor use have been mapped, and resource management and visitor experience objectives for the site have been determined. Next, specific resource and visitor experience conditions must be identified to achieve these management objectives.

In respect to protecting the significant resources of the White House and President's Park, the physical capacity (the use limit beyond which unacceptable resource degradation occurs) of each of the site's "zones" (e.g., areas of President's Park or rooms of the White House) must be established. Measurable impact indicators and desired standard conditions for selected resources or experiences provide a means to objectively analyze the site's ability to accommodate varying levels of use. Potential impact indicators include wear on historic materials, use in comparison to

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building load and code levels, and the schedule of required maintenance and replacement. Standards against which these impacts will be measured will be determined by managers and professional resource specialists.

The definition of quality experiences for visitors often involves value judgments and the understanding that managers can never fully satisfy *all* visitors. For example, some visitors to the White House will only be satisfied if the president is seen working or moving about the mansion. During recent efforts, such as the NPS Visitor Services Project and public involvement for this plan, general comments indicate that visitors are generally satisfied with the current experience, but the expectations that users brought with them were not identified, nor were the features that contributed to a successful visit. More observations, public feedback, and analysis are required to develop accurate, measurable social or educational conditions for a satisfactory visit. Ideally, this would be undertaken by professional social scientists, knowledgeable of interpretation and visitor experiences, working in concert with site managers and planners. Potential indicators may include the perception of crowding, rooms or objects visible on the White House tour, or information received during the visit.

Once quality indicators and specific associated standards have been established for each area of President's Park, it is important to compare desired conditions to existing conditions. After identifying the probable causes of discrepancies between desired and existing conditions, management strategies to address these discrepancies must be agreed upon and implemented.

Information Needed

Some of the questions below can be answered by stewards of the White House and President's Park. Answers for other questions will require additional professional analysis and observations conducted through the assistance of resource specialists and social scientists.

- What are the acceptable standard conditions that ensure continued cultural and natural resource preservation?
- At what level of use do significant cultural and natural resources become degraded below acceptable standards?
- What constitutes a satisfactory experience for most people visiting President's Park and the White House? What conditions exist when this happens?
- At what level of use does the visitor experience fall below a minimum level of satisfaction? What conditions exist when this happens?
- How is monitoring conducted for the conditions mentioned above?
- What are the possible effects on site use capacity of proposed management actions?
- Is there support for limiting use, if use is found to be impacting significant resources or appropriate visitor expectations and experiences?

An Ongoing Process

The process described above is reiterative in application. It requires the continual monitoring of conditions. Managers can use this feedback to ensure long-term achievement of desired resource and visitor experience conditions, in context of the changes of visitor use patterns, desired visitor experiences, and available resources.

The monitoring of the indicator conditions would be undertaken by site managers, resource specialists, social scientists, and surveyors.

APPENDIX G: PLANNING WORK GROUP PARTICIPANTS

Desired Futures

Over 80 subject-matter experts participated in eight workshops on October 27–28, 1993, as well as in other meetings, to develop desired futures for the White House and President's Park. The following list of participants is organized by working group.

Resource Conservation and Protection

NPS Group Coordinators: Karen Andrews, William Patrick O'Brien, Mike Eissenberg
Meeting Date: October 27, 1993

Martha Catlin, Historic Preservation Specialist, Advisory Council on Historic Preservation
Richard Cote, Collection Manager, U.S. Department of the Treasury
Suzanne Ganschinietz, Architectural Historian, Historic Preservation Division, District of Columbia
Cathy Gilbert, Historical Landscape Architect, Pacific Northwest Regional Office, National Park Service
Laura Henley, Archeologist, Historic Preservation Division, District of Columbia
Daniel P. Jordan, Executive Director of Monticello, Thomas Jefferson Memorial Foundation
Andrea Mones-O'Hara, Regional Historic Preservation Officer, National Capital Region, General Services Administration
Betty C. Monkman, Associate Curator, The White House
Rick Napoli, Chief, Executive Support Facility, White House Liaison, National Capital Region, National Park Service
Mary L. Oehrlein, FAIA, Oehrlein & Associates, Washington, D.C.
Gary Scott, Regional Historian, Professional Services, National Capital Region, National Park Service

Office Support Services

NPS Group Coordinators: Ann Smith, Richard Turk
Meeting Date: October 27, 1993

Gary Engelstad, Director, Administrative Operations Division, U.S. Department of the Treasury
Jack Finberg, Acting Director, Division of Planning, National Capital Region, General Services Administration
Comdr. Steven W. Johnson, Special Programs Officer, White House Military Office
John F. W. Rogers, Senior Advisor, Baker Institute of Public Policy, Rice University, Houston, Texas
W. David Watkins, Assistant to the President for Management and Administration, The White House

Security

NPS Group Coordinators: Dennis Strah, Jeff Garrett
Meeting Date: October 27, 1993

Donald A. Flynn, White House Security Coordinator, Presidential Protective Division, U.S. Secret Service
Robert Humphreys, Civil Engineer, Design Services Division, Professional Services, National Capital Region, National Park Service
C. M. Sgt. Joe Kraus, Security Officer, Special Programs Office, White House Military Office
Capt. James J. McLaughlin, Commander of Special Events and Assistant Commander, Special Forces Branch, U.S. Park Police
James Novak, Security Officer, White House Liaison, National Capital Region, National Park Service
Comdr. Jerry Simmons, USN, White House Communications, White House Military Office
Richard J. Solan, Assistant Division Chief, Planning and Development, Technical Services Division, U.S. Secret Service
Robert G. Thompson, Assistant Division Chief, Technical Support, Technical Security Division, U.S. Secret Service
Ray Zumwalt, Security Consultant, Austin Texas

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Special Events

NPS Group Coordinators: Jan Harris, Chris Schillizzi, Ed Nieto
Meeting Date: October 27, 1993

Karin Bacon, Karin Bacon Events Inc., New York City
Benjamin E. Brewer, Jr., FAIA, Gensler and Associates, Houston, Texas
Erin Broadbent, Acting Site Manager, The Mall, National Capital Parks-Central, National Capital Region, National Park Service
Robyn Dickey, Deputy Director, Director of Special Events for the White House, White House Visitors Office (meeting date: October 29, 1993)
Richard Friedmen, Assistant Chief, Uniformed Division, U.S. Secret Service
George Gerba, Concept Designer, Walt Disney Imagineering, Glendale, California
Mel Poole, Manager, President's Park, White House Liaison, National Capital Region, National Park Service
Richard G. Robbins, Assistant Solicitor (National Capital Parks), Office of the Solicitor, U.S. Department of the Interior
Ann Stock, Social Secretary, The White House (meeting date: November 30, 1993)

Executive Residence

Group Coordinators: Richard Turk, Ann Smith
Meeting Date: November 1993

Susan Ford Bales, Tulsa, Oklahoma
James McDaniel, Associate Regional Director, White House Liaison, National Capital Region, National Park Service
Michael Sansbury, Former Executive Residence Staff, Las Vegas, Nevada
Rex Scouten, Curator, The White House
Gary Walters, Chief Usher, The White House

Official Functions

NPS Group Coordinators: William Patrick O'Brien, Rick Napoli
Meeting Date: October 28, 1993

Robert C. Alberi, Special Agent, Presidential Protective Division, U.S. Secret Service
John Hamant, Special Events, Colonial Williamsburg Foundation
Dr. Elise Kirk, Musicologist, Catholic University of America, Washington, D.C.
Ambassador Mary M. Raiser, Chief of Protocol, U.S. Department of State (meeting date: November 30, 1993)
Dr. William Seale, Historian, Alexandria, Virginia
Ann Stock, Social Secretary, The White House (meeting date: November 30, 1993)
Gary Walters, Chief Usher, The White House

Visitor Use and Services

NPS Group Coordinators: Chris Schillizzi, Jan Harris
Meeting Date: October 28, 1993

Melinda N. Bates, Director, Visitor's Office, The White House
M. J. "Jay" Brodie, Senior Vice President, RTKL Associates, Inc., Washington, D.C.
Conny Graft, Director of Interpretive Education, Colonial Williamsburg
Paul Imbordino, Assistant Special Agent-in-Charge, Uniformed Division, U.S. Secret Service
Dr. Gary Machlis, Cooperative Park Studies Unit, University of Idaho, Moscow, Idaho
Mel Poole, Manager, President's Park, White House Liaison, National Capital Region, National Park Service
Mary Grace Potter, Director of Visitor Information and Associates' Reception Center, Smithsonian Institution
Hugh Sidey, Washington Contributing Editor, *Time* Magazine
Marie Levin Tibor, Director of Tourism, Washington, D.C. Convention and Visitors Association
Robert W. Weis, Senior Vice President, Walt Disney Imagineering, Glendale, California
Leslie Williams, Special Assistant to the Deputy Assistant Secretary for Administration, U.S. Department of Treasury

Transportation

NPS Group Coordinators: Karen Andrews, Dennis Strah
Meeting Date: October 28, 1993

Charles L. Cummings, Vice President/General Manager, Gold Line/Gray Line, Tuxedo, Maryland

Fred Ducca, Community Planner, Federal Highway Administration, U.S. Department of Transportation
Don Hunt, Principal, BRW, Inc., Denver, Colorado
Ron Kirby, Director of Transportation Planning, Metropolitan Council of Governments
Don Myer, Assistant Secretary, Commission of Fine Arts
Clement L. Nedd, Transit Service Planner, Office of Planning, Washington Metropolitan Area Transit Authority
Donald F. Patrick, C.E., Program Engineer, Federal Lands Highway Office, Federal Highway Administration, U.S. Department of Transportation
George Schoene, Chief, IVHS Operational Tests Division, Federal Highway Administration, U.S. Department of Transportation
John Sorenson, Land Use Planner, Walt Disney Imagineering, Glendale, California
Alan Voorhees, Chairman of the Board, Summit Enterprises Inc. of Virginia

Site Character

NPS Group Coordinators: Jeff Garrett, Mike Summerlin, Ed Nieto
Meeting Date: October 28, 1993

John N. Barbara, Architect, Special Programs Office, White House Military Office
Rolf Diamant, Superintendent, Olmsted, Longfellow, and Kennedy National Historic Sites
Alan Fern, Director, National Portrait Gallery, Smithsonian Institution
Reginald Griffith, Executive Director, National Capital Planning Commission
Joseph Kilanowski, Principal Concept Architect, Walt Disney Imagineering, Glendale, California
Sara Amy Leach, Historic Architecture and Building Survey Historian, Historic American Buildings Survey
John G. Parsons, FASLA, Associate Regional Director, Land Use Coordination, National Capital Region, National Park Service
Anne Whiston Spirn, Landscape Architect, Department of Landscape Architecture and Regional Planning, University of Pennsylvania
Patsy Thomasson, Special Assistant to the President for Management and Administration and Director, Office of Administration, The White House
Suzanne Turner, Professor of Landscape Architecture, School of Landscape Architecture, Louisiana State University, Baton Rouge, Louisiana
R. Merrick Smith, FASLA, Landscape Architect, National Park Service

Interpretive Themes Workshop

Workshop Date: March 2, 1994

Melinda N. Bates, Director, Visitor's Office, The White House
Rives Carroll, Enrichment Coordinator, John Eaton School, Washington, D.C.
John Dawson, Director, Facilities Management, Office of Administration, The White House (Previously Historic Preservation Officer, OEOB)
Laura Henley Dean, Archeologist, Advisory Council on Historic Preservation
Rex Ellis, Director, Office of Museum Programs, Smithsonian Institution
Joe Geary, former NPS Interpretive Specialist
Conny Graft, Director of Interpretive Education, Colonial Williamsburg
Paul Imbordino, Assistant Special Agent in Charge, Presidential Protective Division, U.S. Secret Service
Caroline Keinath, Chief of Interpretation, Adams National Historic Site
Paula Mohr, Preservation Specialist, Office of the Curator, Department of the Treasury
Lt. Jeff Purdie, White House Branch, U.S. Secret Service
Rex Scouten, Curator, The White House
Dr. William Seale, Historian, Alexandria, Virginia
Phil Walsh, Chief Ranger, President's Park, National Park Service

NPS Participants:
Jeffrey Garrett, Landscape Architect, Denver Service Center
Jan Harris, Planner/Public Involvement, Denver Service Center
James I. McDaniel, Director, White House Liaison
Rick Napoli, White House Liaison
William Patrick O'Brien, Historian, Denver Service Center
Mel Poole, Manager, President's Park
Christopher Schillizzi, Interpretive Specialist, Harpers Ferry Center
Ann Bowman Smith, Project Coordinator, Denver Service Center

Design Guidelines Workshop

Workshop Date: August 3, 1994

Charles Atherton, Secretary, Commission of Fine Arts
Diana Balmori, Landscape Architect, Diana Balmori and Associates
Albert G. Dobbins III, Director, Office of Planning, District of Columbia
Doug Hayes, Landscape Architect
Don Hunt, President, BRW Inc.
William Lam, Architect, William Lam Partners Incorporated
David Lee, Architect / Urban Designer, Stull & Lee Associates
Nancy Miller, Deputy Director, National Conference of State Historic Preservation Officers
Richard Miller, Deputy Assistant Director, Office of Protective Operations, U.S. Secret Service
Mary Oehrlein, Architect, Oehrlein and Associates
Gary Walters, Chief Usher, The White House

NPS Participants:
Jeff Garrett, Landscape Architect, Denver Service Center
James I. McDaniel, Director, White House Liaison
Edmundo M. Nieto, Architect, Denver Service Center
William Patrick O'Brien, Historian, Denver Service Center
John G. Parsons, FASLA, Associate Regional Director, Land Use Coordination, National Capital Region
Mel Poole, Manager, President's Park
John J. Reynolds, Deputy Director
Ann Bowman Smith, Project Coordinator, Denver Service Center
Michael Summerlin, Project Manager/Architect, White House Liaison
Richard Turk, Project Team Captain Historical Architect, Denver Service Center
Terry Wong, Structural Engineer/Architect, Denver Service Center

News Media Working Group

Meeting Dates: March 1995 – January 1996

Doug Allmond, Engineer, ABC News
Tim Aubry, News Pictures Assignment Editor, North America, Reuters, News Picture Service
Kenneth Blaylock, Engineer, ABC
Jill Daugherty, White House Correspondent, CNN America, Inc.
Peter Doherty, Operations Producer, Washington Bureau, ABC News
John Ficara, Photographer, *Newsweek*
Steve Hirsh, Producer, ABC News
Terry Hunt, White House Correspondent, The Associated Press
Sol Levine, Executive Producer, CNN America, Inc.
Carl P. Leubsdorf, Washington Bureau Chief, *Dallas Morning News*
Peter Maer, White House Correspondent, Mutual Broadcasting System — NBC Radio
Russ Moore, Senior White House Producer, NBC News
Anne McFeatters, White House Correspondent, Scripps-Howard
Mike McKee (until 10/95), White House Correspondent, CONUS TV
Larry McQuillan, White House Correspondent, Reuters
Stewart Powell, White House Correspondent, Hearst Newspapers
Thomas Seem, Producer, CBS News
Edward Tobias, Assistant Managing Editor, News, Associated Press Broadcast
Denny Vohar, Broadcast Engineer, Associated Press Broadcast
Kenneth Walsh, White House Correspondent, *U.S. News and World Report*
George Berklacy, Former National Park Service Public Affairs Officer
Ellen Cull, Facilitator

Agency Representatives:
General Services Administration
National Park Service
U.S. Secret Service
White House Communications Agency
White House Press Office

APPENDIX H: DESIRED FUTURES — NEWS MEDIA

The following desired futures were developed by members of the news media working group during an August 3, 1995, workshop. The working group was composed of representatives of the White House Correspondents' Association, the White House News Photographers' Association, and the Network Pool. Also attending the session were representatives of the U.S. Secret Service, General Services Administration, White House Military Office, White House Press Office, and the National Park Service (see appendix G).

The desired futures focus on the areas of access, work space, storage, and technical needs desired by news media employees working at the White House complex.

Access

There are few barriers to traffic patterns and open space in both the staff work area and common space.

There is day-to-day free flow, ease of movement, and access.

Reporters can move freely and safely between their work space and the accessible White House offices.

There is continued direct access for accredited press to the press secretary's office.

There is visual access to the president's movements, within press view and not within press view.

The president's business movements and events are easy to image and hear.

It is easy for the press to get to visitors to the president, including access to the West Wing Drive entry.

A president's visitors are visible to and accessible to reporters.

There is physical access to the site, with ease of entry (with equipment) and separate from appointments.

A separate media access entrance exists.

There is vehicle access:
 Search and check in
 Move in and out more quickly

There are multiple access points through security (possibly 15th, 17th, and the northwest gate), with facilities for equipment drive-up.

Oversized parking and delivery facilities are provided.

There is access to other locations (such as the Old Executive Office Building and Treasury) within the site. Physical barriers are eliminated, and there is free-flowing access to all areas of the complex. There are no physical structural obstacles to access (not to be confused with security barriers).

There is underground movement to a new briefing room.

There are east-west underground people movers and underground parking with movers.

Work Space

Sufficient work spaces exist for reporters, photographers, and news organizations.

An area has been established for visiting reporters and technicians.

This area includes telephones and audio/video connections (incoming and outgoing).

There are individual private work spaces, with consideration for multi-task media within an organization.

Work space provides isolation (separation, private work space, especially audio).

There is space for photographers to be during downtime and space for photographers' computer modems with communications.

There is flexibility with moving walls and seats.

The West Wing work space is modernized and expanded. Some additional space, which is unassigned, is "available/open" to accredited correspondents.

The work space provides for more physical work space which is visually open.

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Light is brought into the work space.

The work space provides a direct link to the press staff.

New briefing room.

Present briefing room becomes a reception area that provides link to the press secretary's office, work space, and new briefing room.

Existing briefing room becomes a lobby area, additional media work space, and expanded press office staff space.

News briefings by the president or staff are held in a media friendly environment (state of the art).

A separate interview studio exists.

There is a new briefing room with auditorium design elements (sloped floor, semi-circular space, etc.) for daily press briefings and regular presidential press conferences. It exists underground at the north lawn area. Adequate space exists for camera operations (television and still). It is designed to meet ideal requirements (i.e., tiered space).

Convenient and accessible food service and dining areas exist for the news media working at the White House.

There is a cafeteria for food and drink with 24-hour access.

Adequate restrooms exist for use by the news media.

Restroom facilities are accessible and adequate for the numbers of people.

A modest amount of parking space is provide for regular press in whatever staff parking is provided.

Storage

There is sufficient storage in the new briefing center.

Additional storage space exists behind and beneath the new briefing room and allows flexibility to accommodate future needs.

There are permanent stakeout areas that are pre-wired and preset, reducing the need for moving and storing equipment.

Sufficient technical storage exists for technicians, photographers and news organizations.

There is lots of storage, from coats to cameras.

Storage can be accessed by more than one person at a time.

Storage is accessible without moving other equipment.

Paper storage and distribution are replaced with electronic storage for reporters, news organizations, and press offices.

Technical

There is a plan and a process for continual replacement of technology. It will never be finished.

There is a plan for integration of technology in the design.

Wireless technology is enhanced and supported, providing for the preservation of the facility and less impact on the site.

All public and event areas are wired for audio and video.

Government (WACA) and industry production and technical areas exist for image and audio distribution.

There is an upgraded transmission network into and out of the White House.

Technology is pre-wired and built in as much as possible, and there are more lights.

Computer link-up is permanent.

There is minimal need for technical trucks close to the White House.

APPENDIX I: E STREET DIAGRAMS

APPENDIX J: LETTERS OF CONSULTATION

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MA. 2 6 19[illegible]

Mr. Hampton Cross
State Historic Preservation Officer
and Director, Department of Consumer
and Regulatory Affairs
614 H Street, N.W., Room 305
Washington, D.C. 20001

Dear Mr. Cross:

Since 1992, the National Park Service has been working closely with the Historic Preservation Office of the District of Columbia and the Advisory Council for Historic Preservation concerning the Comprehensive Design Plan for the White House. Care has been taken to include both the District and the Advisory Council in all stages of the planning process and staff members have been instrumental in the many discussions and reviews held to date. Both the District of Columbia and the Advisory Council have representatives who serve on the project Executive Committee which is helping to guide the planning.

Upon an inspection of files, we find that a formal letter initiating the consultation process as per the National Park Service's current Memorandum of Agreement with the Advisory Council and the National Council of State Historic Preservation Officers was never sent to your offices. We apologize for the oversight and ask that this letter serve as confirmation of our continuing consultation process as well as our commitment to that process in the future.

Sincerely,

James I. McDaniel
Director
White House Laision

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

August 20, 1996

Ms. Margaret L. DeLaura
United States Department of the Interior
National Park Service
12795 W. Alameda Parkway
P.O. Box 25287
Denver, CO 80225-0287

Re: President's Park, Package 117, White
House, Project Type 03
Washington, DC

Dear Ms. DeLaura:

This responds to your July 29, 1996, request for information on the presence of species which are Federally listed or proposed for listing as endangered or threatened in the project area. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered. This response relates only to endangered species under our jurisdiction. For information on other rare species, you should contact Ms. Lynn Davidson of the Maryland Natural Heritage Program at (410) 974-2870.

An additional concern of the Service is wetlands protection. Both the Federal and the multi-state Chesapeake Bay Program wetlands policy have the interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

Thank you for your interest in fish and wildlife issues. If you have any questions or need further assistance, please contact Andy Moser at (410) 573-4537.

Sincerely,

John P. Wolflin
Supervisor
Chesapeake Bay Field Office

GLOSSARY

allée: Defined by *Webster's Third New International Dictionary* as "a walk or path between two rows of formally planted trees or shrubs," and by the *American Heritage Dictionary* as a "path between flower beds or trees in a garden or park." Within the discipline of landscape architecture allée has been used to connote a linear and axial design and relationship, as in the formal French gardens of Le Notre and others where an allée is used to create perspective illusions (i.e., where the entrance is larger than the terminus). For the purposes of this document, however, allée is used in its original context to mean a passageway or path bordered by vegetation, regardless of the shape of the walkway.

cultural landscape: A geographic area, including both natural and cultural resources, associated with historic events, activities, or persons. The National Park Service recognizes four general types of cultural landscape categories: historic designed landscapes, historic vernacular landscapes, historic sites, and ethnographic landscapes.

cumulative impacts: Those impacts on the environment that result from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions, regardless of who undertakes them. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

cut-and-cover construction: A construction technique for belowground construction that is the simplest and most cost-effective method. It is used for relatively shallow excavations that usually do not exceed a depth of 35′ to 40′. Excavation is an open trench where the sides are either sloped back or supported by sheet-pile walls and soldier piles in confined areas.

Ellipse: The central oval open space between E Street and Constitution Avenue. It is surrounded by Ellipse Drive. The side panels of the Ellipse extend to 15th and 17th Streets.

environmental assessment: A concise public document prepared by a federal agency to satisfy the requirements of the National Environmental Policy Act of 1969, as amended. The document contains sufficient analysis to determine whether the proposed action (1) constitutes a major action significantly affecting the quality of the human environment, thereby requiring the preparation of an environmental impact statement, or (2) does not constitute such an action, resulting in a finding of no significant impact being issued by the agency.

environmental impact statement (EIS): The detailed public statement required by the National Environmental Policy Act when an agency proposes a major action significantly affecting the quality of the human environment. The statement includes a detailed description of the proposed action and alternatives, as well as the identification and evaluation of potential impacts that would occur from implementing the proposed action or alternatives.

Executive Committee: A committee consisting of the leadership of the stewardship and oversight agencies who have congressionally chartered missions at the White House or the surrounding park lands and city streets. It includes representatives of the Executive Office of the President, the Executive Residence at the White House, the White House Military Office, the U.S. Department of the Treasury, the U.S. Secret Service, the National Park Service, the General Services Administration, the Commission of Fine Arts, the National Capital Planning Commission, the Advisory Council on Historic Preservation, the District of Columbia, and the Pennsylvania Avenue Development Corporation (the latter until 1996).

finding of no significant impact (FONSI): A public document that briefly presents the reasons why an action will not have a significant impact on the human environment, and therefore, will not require the preparation of an environmental impact statement.

level of service (LOS): Level of service describes the operation of a segment of road or intersection tive is for traffic to operate at LOS D or better. In downtown areas during peak commuting times some level of congestion is both normal and inevitable, and LOS E is often considered acceptable.

mined tunnel construction: Mined tunnels are constructed with no disruption to the surface except at periodic locations referred to as "mucking shafts" or "jacking pits," which are used to remove debris or deliver construction materials. A temporary lining is erected as the tunnel is advanced. The most common method is referred to as "jacked pipe tunnel." This technique lessens the potential for settlement to structures and surface improvements, and it is recommended in areas where pedestrian/service corridors cross below streets with major utilities or pass below structures or monuments.

preservation: The act or process of applying measures to sustain the existing form, integrity, and material of a historic structure, landscape, or object. Work may include preliminary measures to protect and stabilize the property, but generally focuses on the ongoing preservation maintenance and repair of historic materials and features rather than extensive replacement and new work. For historic structures, exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate.

President's Park: The area consisting of the White House and its immediate grounds, the Old Executive Office Building to the west of the White House, the Treasury Building to the east, Lafayette Park to the north, the First Division Monument to the southwest, Sherman Park to the southeast, and the Ellipse and its side panels to the south.

President's Park South: Generally considered to be the area south of the White House, the Old Executive Office Building, and the Treasury Building. This area includes the First Division Monument, Sherman Park, and the Ellipse, as well as its side panels.

primary views: Primary views are those seen from principal paths, streets, and observation points located along the main axes of the park landscape. These views may be terminated within the park by architectural monuments and elevations or by historic park topography and vegetation; outside the park they may be terminated by distant views of architectural landmarks or by topography and vegetation. Also see **secondary views.**

rehabilitation: The act or process of making possible an efficient, compatible use for a historic structure or landscape through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, and architectural values.

restoration: The act or process of accurately depicting the form, features, and character of a historic structure, landscape, or object as it appeared at a particular period of time by means of removing features from other periods in its history and reconstructing missing features from the restoration period.

secondary views: Those views seen from paths, streets, and observation points not on the main park landscape axes. These views also may be terminated inside or outside the park by historic architecture or vegetation. Also see **primary views.**

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* Parenthetical dates indicate when individuals were actively involved with the planning team. Offices for planning team members are shown for the time the individuals were primarily involved with the development of the plan

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As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The Department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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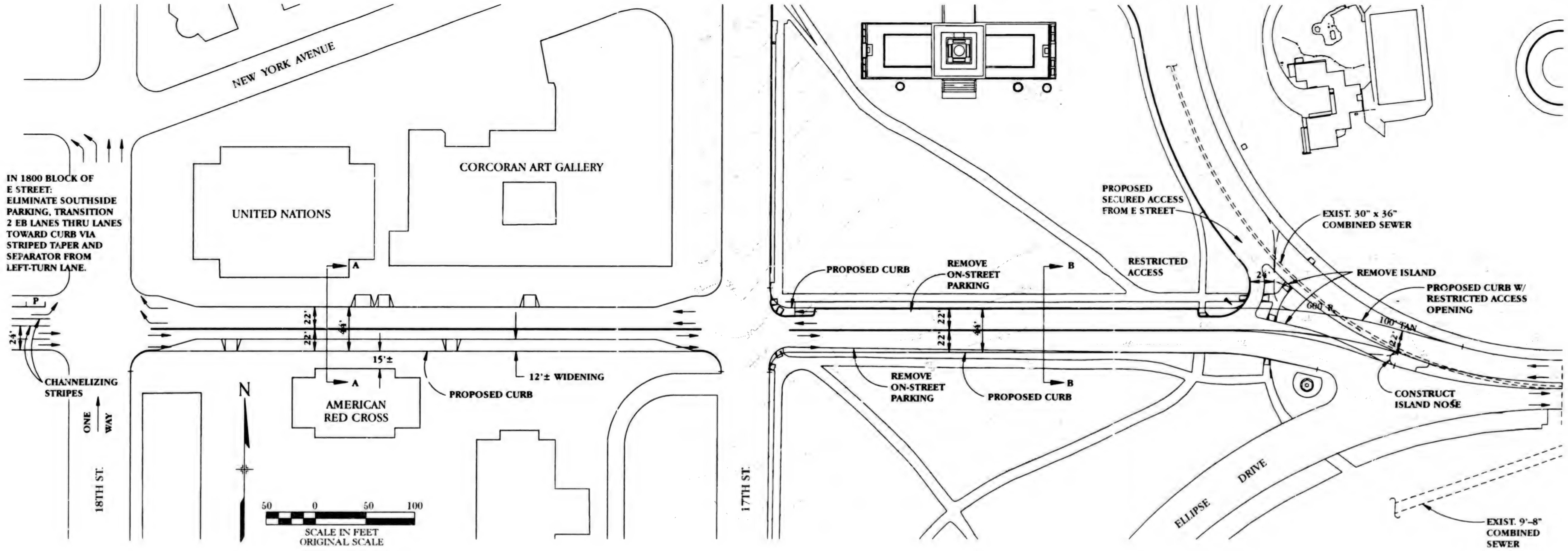
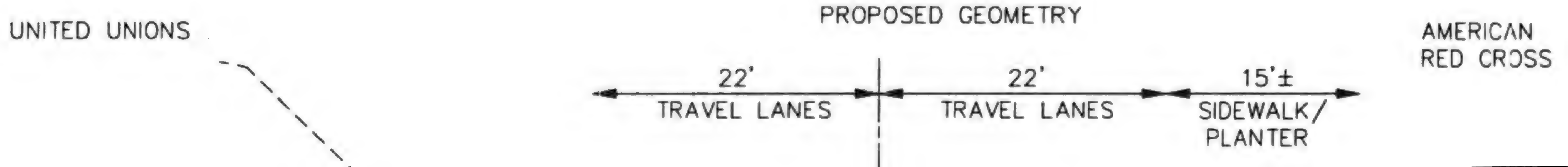
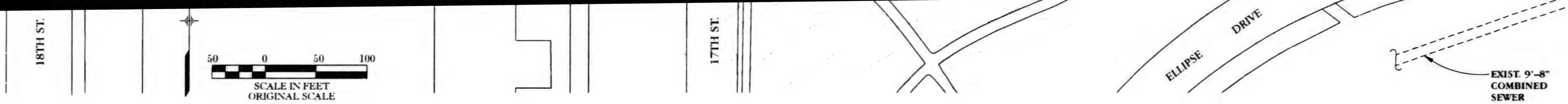
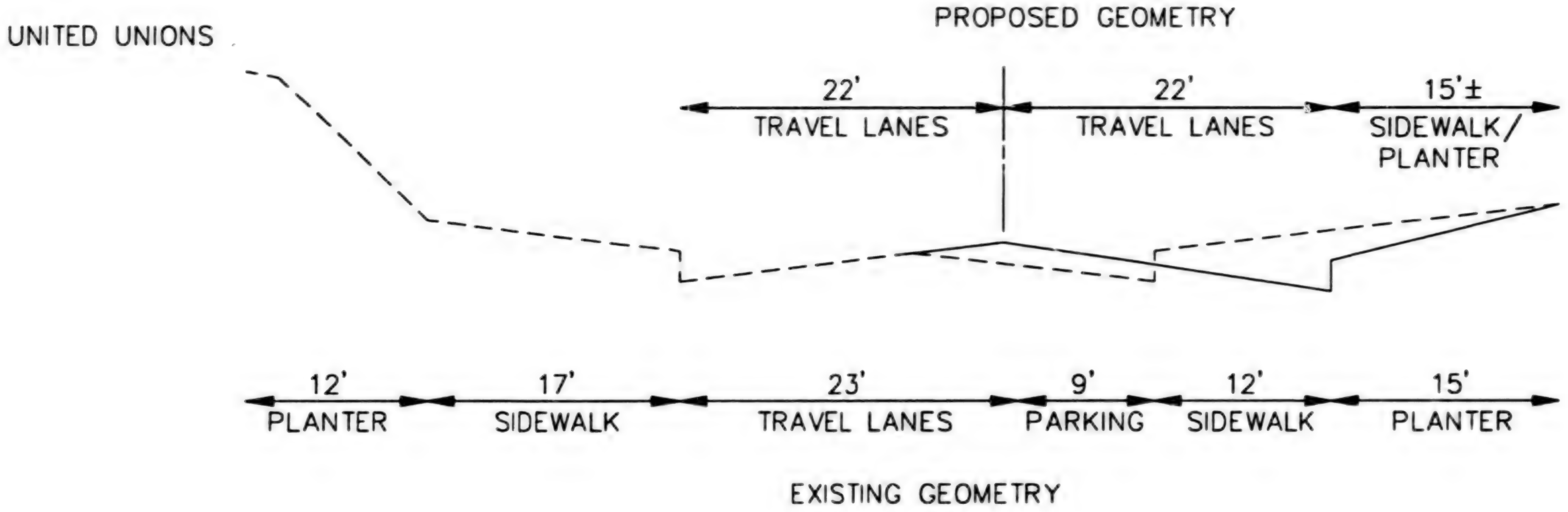
APPENDIX I: E STREET DIAGRAMS









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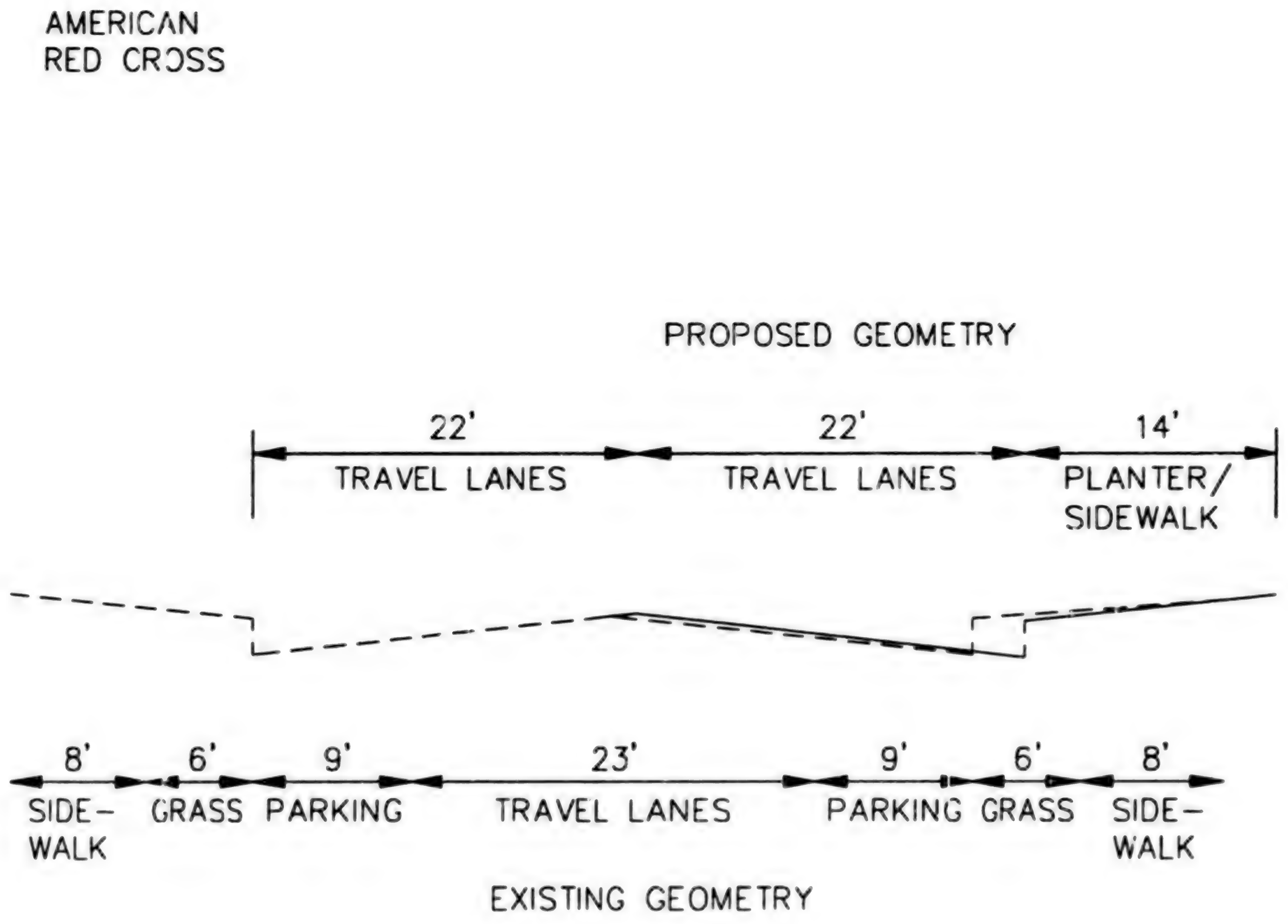

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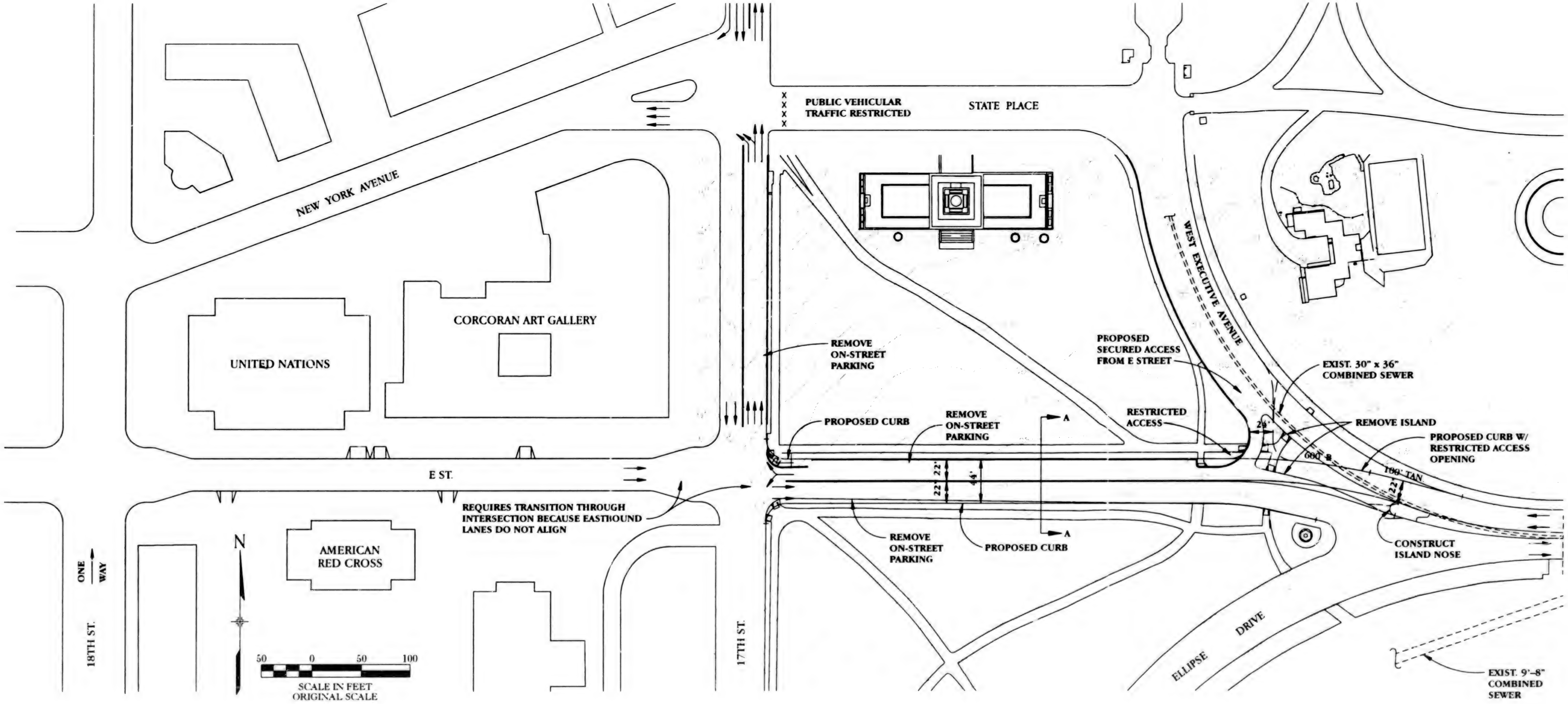
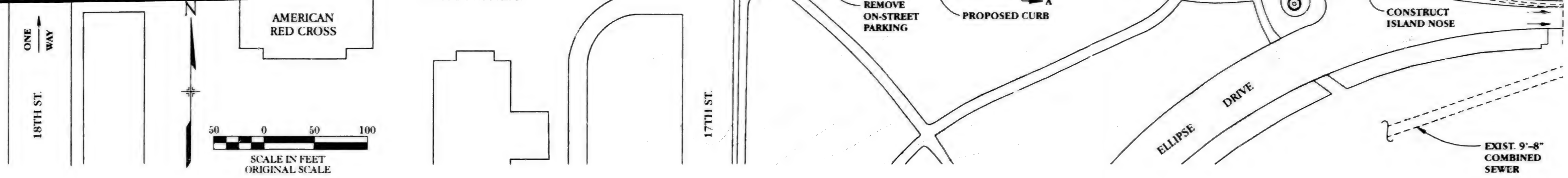
ALTERNATIVE 1
E Street – Four Surface Lanes

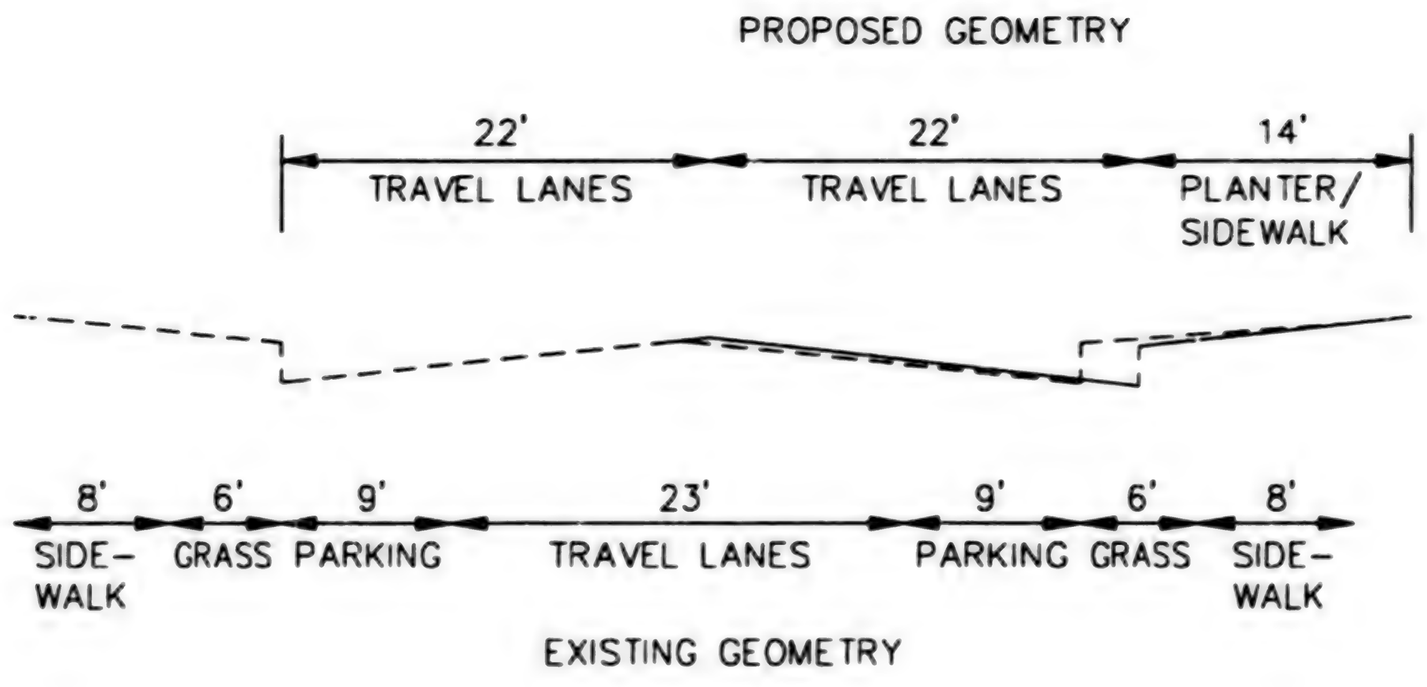
The Comprehensive Design Plan for the White House

United States Department of the Interior/
National Park Service



PROPOSED GEOMETRY





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ALTERNATIVE 1
E Street – Four Surface Lanes

The Comprehensive Design Plan for the White House

United States Department of the Interior/
National Park Service

WHITE HOUSE
WEST EXECUTIVE AVENUE
EAST EXECUTIVE PARK
F ST
EXIST. 6'-6" COMBINED SEWER
EXIST. 6'-0" x 6'-6" STORM SEWER
STATE PLACE
NEW YORK AVENUE
CORCORAN ART GALLERY
ACCESS TO EAST UNDERGROUND PARKING STRUCTURE
PENNSYLVANIA AVENUE N
HAMILTON PLACE
EXIST. 30" STORM SEWER
EXISTING STEAM LINE
EXIST. 12" SANITARY SEWER
EXIST. 6'-0" x 6'-6" STEAM TUNNEL
EXIST. 9'-8" COMBINED SEWER
SECURED ACCESS FROM STATE PLACE AND POTENTIALLY E STREET
SECURED ACCESS FROM HAMILTON PLACE AND POTENTIALLY E STREET
PERSHING PARK
PROPOSED PLANTER AREA
RIGHT TURN LANE
PROPOSED RETAINING WALL
UNITED NATIONS
STA. 108+46 W. PORTAL
RECONSTRUCT ISLAND
SHERMAN PARK
STA. 127+25 E. PORTAL
EXIST. 30 X 36" COMBINED SEWER
A
B
104+00
106+00
108+00
110+00
112+00
114+00
116+00
118+00
120+00
122+00
124+00
126+00
128+00
130+00
E ST
60'
PENNSYLVANIA AVENUE S
AMERICAN RED CROSS
EXTEND CURB & SIDEWALK
60' TUNNEL WIDTH
EXTEND CURB
EXTEND CURB & SIDEWALK
STA. 126+75 ℄ E ST. = ℄ 15TH ST.
℄ EXISTING DRIVEWAY (TYP.)
STA. 110+05 ℄ E ST. = ℄ 17TH ST.
EXIST. 2'-6" x 3'-6" STORM SEWER
EXIST. 24" WATER
ELLIPSE
DRIVE
212+00
214+00
216+00
218+00
220+00
222+00
224+00
PROPOSED RETAINING WALL
STA. 118+40 E ST. = STA. 218+40 ELLIPSE RD.
EXIST. 9'-8" COMBINED SEWER
EXIST. 42" SANITARY SEWER
PROPOSED CURB
EXIST. 42" COMBINED SEWER (ABANDONED)

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ALTERNATIVE 2
E Street Tunnel – Four Lanes

The Comprehensive Design Plan for the White House

United States Department of the Interior/
National Park Service

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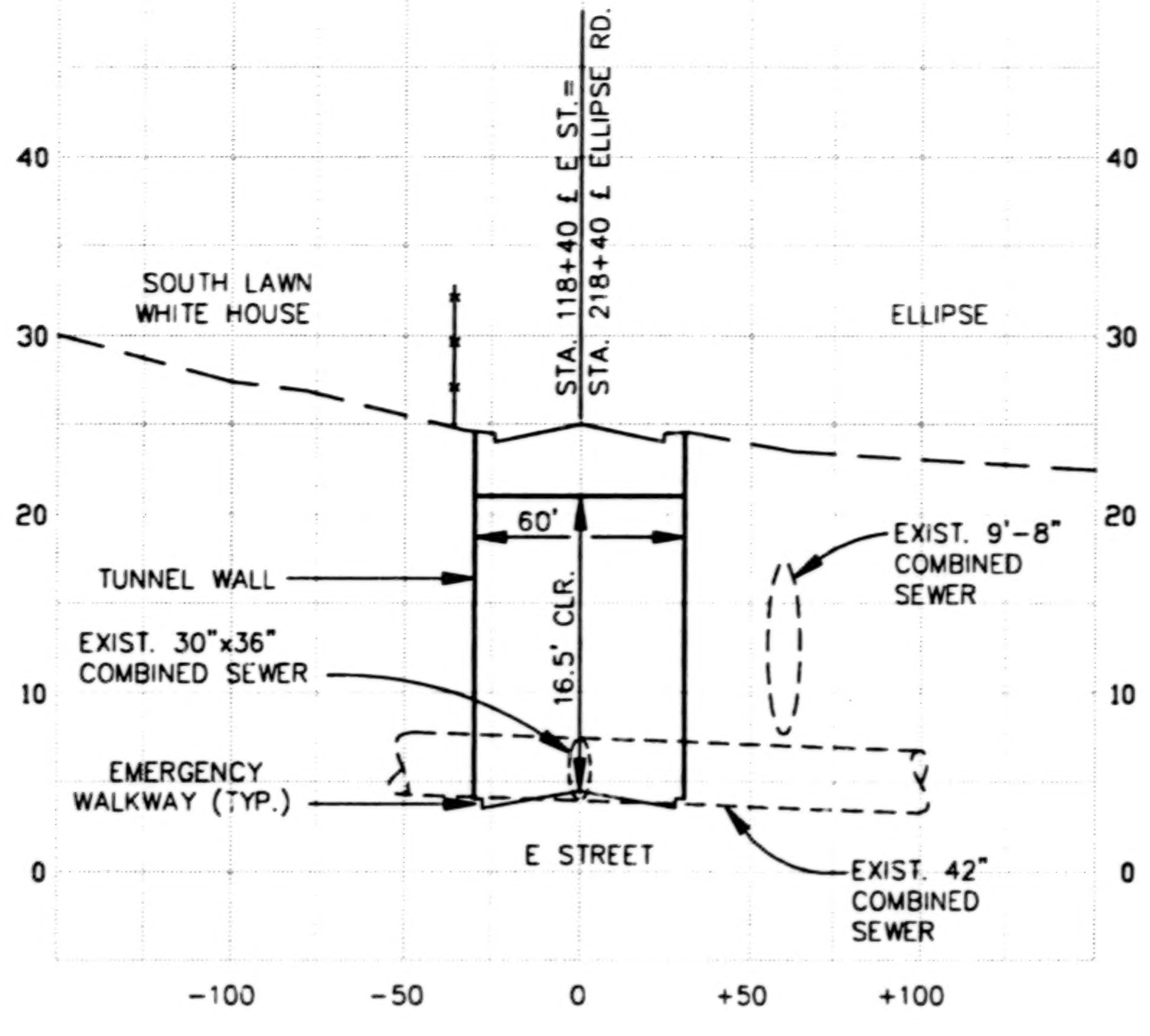

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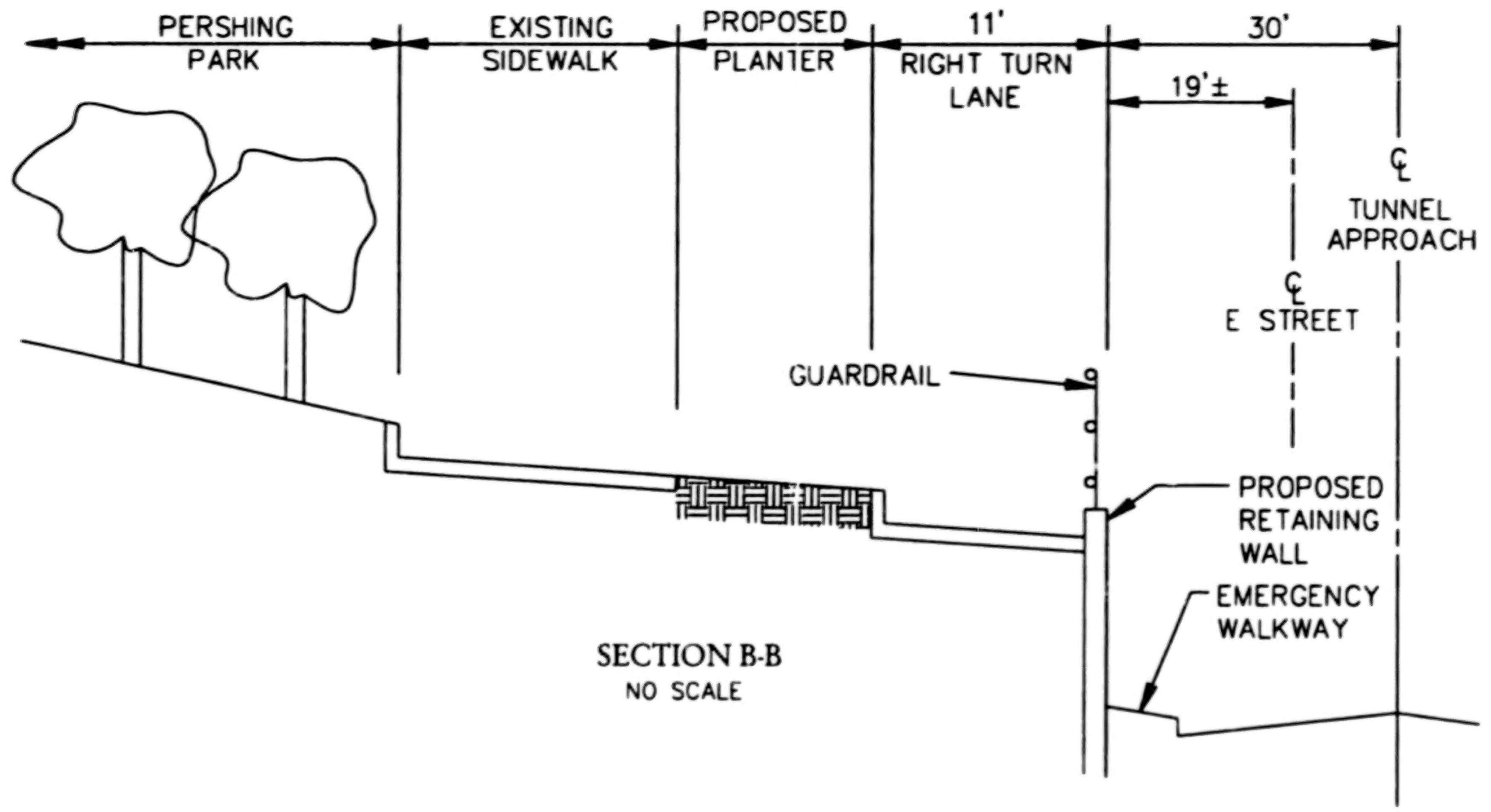

SECTION B-B
NO SCALE

NOTES:

SUBSURFACE CONDITIONS ARE UNKNOWN. THE FEASIBILITY OF ANY UNDERPASS OR OTHER CONSTRUCTION BELOW EXISTING GRADE IS DEPENDENT ON FAVORABLE SUBSURFACE MATERIALS AND GROUND WATER CONDITIONS. (IT IS BELIEVED THAT MUCH ORIGINAL DEVELOPMENT OF WASHINGTON D.C. OCCURRED AS FILL OF TIDAL MARSHES, AND SOILS MAY BE OF QUESTIONABLE STABILITY.)

LOCATIONS AND POTENTIAL CONFLICTS WITH UNDERGROUND UTILITIES HAVE BEEN ASSUMED, AND NEED TO BE VERIFIED. MAJOR EXCAVATION AND RECONSTRUCTION OF A 200 YEAR OLD STREET CAN BE EXPECTED TO ENCOUNTER NUMEROUS KNOWN AND UNKNOWN UTILITIES. MAJOR UTILITY CONFLICTS, SUCH AS THE 9'-8" BRICK COMBINED SEWER, MAY POSE RELOCATION COST AND CONSTRUCTIBILITY ISSUES WHICH COULD NEGATE THE VIABILITY OF A TUNNEL AS SHOWN.

DESIGN CRITERIA FOR NW E STREET FROM 18TH TO 14TH STREETS ARE AS FOLLOWS:

- DESIGN SPEED - 30 MPH
- MAXIMUM GRADE - 6%
- VERTICAL CLEARANCE - 16.5 FEET
- TYPICAL SECTION - PROVIDES FOR 4 TRAVEL LANES AND 5 FT. WIDE WALKWAYS ON BOTH SIDES, FOR SERVICE AND EMERGENCY USE ONLY.
- E STREET TUNNEL - RIGID FRAME DESIGN SPANNING 60 FT.

PROVISIONS FOR DRAINING OF UNDERPASS VIA A MECHANICALLY OPERATED PUMP STATION WILL BE REQUIRED.

NW E STREET BEYOND THE WEST PORTAL IS WIDENED TO 4 LANES. CONTINUATION OF E STREET BEYOND THE EAST PORTAL IS 4 LANES, WITH PROVISION FOR AN AT-GRADE WESTBOUND RIGHT-TURN ONLY LANE ONTO 15TH STREET.

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ALTERNATIVE 2

E Street Tunnel – Four Lanes

The
Comprehensive
Design Plan
for the
White House

United States Department of the Interior/
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